

Trail Management Plan

Tahoe Rim Trail System

2/26/2010



USDA Forest Service

Lake Tahoe Basin Management Unit

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TRAIL MANAGEMENT PLAN – TAHOE RIM TRAIL

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Reference for Citation:

U.S. Department of Agriculture, Forest Service. 2010. Trail Management Plan for the Tahoe Rim Trail System. CA: South Lake Tahoe. Lake Tahoe Basin Management Unit. 49 p. [plus appendices A through G].



TRT Trail Dedication (2001). Photo: US Forest Service



Daggett Summit Trail System (2010). Photo: TRTA



Winter Trails Snowshoe Program (2010). Photo: TRTA
www.tahoerimtrail.org

Trail Management Plan – Tahoe Rim Trail

February 26, 2010

I. Purpose of the Plan

The Trail Management Plan provides a general background of the Tahoe Rim Trail (TRT) System, identifies overall goals and actions that will protect and enhance the TRT, establishes efficient permitting processes, and provides a published document which contains intermediate- and long-range objectives for the overall management of the trail and its visual corridor. The plan – required by the Lake Tahoe Basin Management Unit (LTBMU) Land and Resource Management Plan – has been developed in collaboration with TRT stakeholders.

Signatories acknowledge the agreement of stated relevant laws, directives, plan goals, and guidelines among multiple national forests, state land management agencies and other relevant land managers. Furthermore, this plan identifies land ownership, jurisdiction and management, area management direction, and trail segment descriptions relative specific recreation use, resource management, easement, and existing authorized activities. The Tahoe Rim Trail Management Plan provides guidance for agencies and entities that manage sections of the trail.

II. Authority

U.S. Forest Service

The authority to make decisions affecting the management of the TRT rests with the Forest Service where the trail is located on NFS lands or Forest Service held easements or right-of-way agreements. The trail crosses through both Region 4 and Region 5 of the Forest Service. In accordance with Forest Service Manual (FSM) 2704.32 (Delegation of Authority for Issuance and Approval of Special Uses Authorizations), the Regional Forester for Region 5 will, by signature on this plan, delegate special uses authority to a lead Forest Supervisor from Region 5. It has been agreed among all management entities that the Lake Tahoe Basin Management Unit (LTBMU) Forest Supervisor will act as the Lead Line Officer for decisions affecting the trail within the LTBMU, the Tahoe National Forest, and the Eldorado National Forest. The trail traverses only the Humboldt-Toiyabe National Forest in Region 4. The Humboldt-Toiyabe Forest Supervisor will act as the Lead Line officer for decisions on the Humboldt-Toiyabe National Forest. The Lead Line Officers from Region 4 and Region 5 will coordinate with the Tahoe Rim Trail Association and other owning Agencies for document signatures, as well as annual reviews and revisions to this plan.

The authority to make decisions affecting management of the TRT rests with the Administrators of the Nevada Divisions of State Parks and State Lands, and the Douglas County Manager where the trail is located on lands managed by or easements/right-of-ways held by their Agencies. These Administrators will act as the decision making authorities for management decisions affecting their trail sections.

Signature of this plan for the Humboldt-Toiyabe National Forest, Nevada Divisions of State Parks and State Lands, and Douglas County is acknowledgement to manage in pursuit of the overall and objectives listed in Section IV of this plan. Change to the segment goals and objectives, within the respective management authority, is at the discretion of the respective land manager. Signatures of land managers approving or acknowledging this document are located in Section X, page 47.

III. Description of the Trail

The 168-mile Tahoe Rim Trail circles Lake Tahoe along the ridges and mountaintops that form the Lake Tahoe Basin in northern Nevada and northern California. The Tahoe Rim Trail Association (TRTA) maintains an informative website (and online social media program) about the trail, which educates users about volunteer and recreation opportunities, as well as trail conditions and applicable regulations. The site is linked from the LTBMU public website, under the topic of Recreation, at: <http://fs.usda.gov/ltbmu>. The TRTA also provides important services to trail managers in the form of accurate and timely public information.

Survey results indicate that the TRT receives more than 100,000 visits per year, and actual use may be higher. The trail winds through 2 states, 6 counties, 3 national forests, state park land, 3 Wilderness areas, and less than 1 mile of other public and private land. Shown in detail in *Table 1: Tahoe Rim Trail Mileage by Public Land Manager/Landowner*.

**Table 1: Tahoe Rim Trail Mileage
by Public Land Manager/Landowner**

Manager/Landowner	Mileage
USFS Lake Tahoe Basin Management Unit	118.5
USFS Humboldt-Toiyabe National Forest	22.5
USFS Eldorado National Forest	15.7
USFS Tahoe National Forest	6.5
State of Nevada	3.2
Private	0.9
Douglas County	0.2
Other Government	0.1
Total	167.9

The TRT is primarily designed as a 24" to 36" wide dirt, semi-primitive, non-motorized public trail. The trail is accessed from thirteen trailheads (some segments termini have multiple trailheads, e.g. Spooner Summit). For administrative purposes, the trail is divided into nine continuous segments among nine separate trailheads. The predominant managing agencies of the segments are the U.S. Forest Service on National Forest System (NFS) lands and Nevada State Parks. The trail segments, in tenths of a mile, and management responsibility are listed in *Table 2: Tahoe Rim Trail Segments by Trailhead*.

Table 2: Tahoe Rim Trail Segments by Trailhead

Trailhead	Mileage	Management
Tahoe City – Brockway	20.2	NFS
Brockway – Tahoe Meadows	18.9	NFS
Tahoe Meadows – Spooner	21.8	NV State Parks
Spooner – Kingsbury N.	12.2	NFS
Kingsbury N. – Kingsbury S.	5.5	NFS
Kingsbury S. – Big Meadow	22.8	NFS
Big Meadow – Echo Lake	17.8	NFS
Echo Lake – Barker Pass	31.7	NFS
Barker Pass – Tahoe City	17.0	NFS
Total	167.9	

The TRT coincides with a variety of nationally and regionally significant trails. These include: The Pacific Crest National Scenic Trail (PCT), The Pony Express National Historic Trail, a Millennium Trail, and the Tahoe Yosemite Trail. In 2003, 97 miles of the TRT received administrative designation as a National Recreation Trail. The TRT overlays 49 miles of the PCT along the west shore of Lake Tahoe. The Pony Express National Historic Trail crosses the route of the TRT south of U.S. Highway 50 at Echo Summit. The American Discovery Trail overlays the TRT for 30 miles along the east shore. The Tahoe Yosemite Trail coincides with the PCT and TRT for 37 miles. The PCT was designated by congress as a National Scenic Trail in 1968, and is to be managed as an outstanding recreation opportunity.

Ten miles of the TRT, located on Nevada State Parks land, was designated as a Millennium Trail in 2000; a component of the American Discovery Trail. The Millennium Trails initiative was one of the White House Millennium Council's efforts to stimulate national and local activities to commemorate the millennium with designations consistent with the theme "Honor the Past and Imagine the Future." The public-private partnership was led by the Department of Transportation, the Rails-to-Trails Conservancy and a collaborative effort from other agencies and organizations. The purpose of Millennium Trails was to spark the creation and enhancement of more than 2,000 trails as part of America's legacy for the future.

Lake Tahoe Nevada State Park includes two developed, designated backcountry campgrounds. The Tahoe Meadows trailhead incorporates a 1.3-mile loop trail for people of all abilities, built in cooperation with the Telephone Pioneers of America. The Tahoe Meadows Interpretive Trail provides universal access.

IV. Management Situation

The TRT is a multi-use trail; open to foot and equestrian traffic, with portions open to mountain bikes. It is closed to motorized vehicles. The TRT is primarily designed and managed for summer (snow-free season) use, due to low demand in the winter and high demand in the summer. Since snow covers the trail for 5 to 8 months of the year, skiing, snowshoeing and other winter activities occur on various portions of the trail, but the trail is neither maintained nor normally signed for these uses. However, websites provide information about winter use and snow levels. Section VI. (Management Direction for the Total Length of the Trail) details each trail segment and those uses considered appropriate.

One overall programmatic Environmental Assessment (EA) was prepared in conjunction with the TRT concept and a separate EA was prepared for each newly constructed trail segment on National Forest System Lands, as required by the National Environmental Policy Act (NEPA) and the Tahoe Regional Planning Agency. These EA's are comprehensive and detail location, topography, hydrology, geology, soils, vegetation, fish & wildlife, air quality, scenic resources, cultural resources, fire, and landownership, and are on file at the Supervisor's Office of the Lake Tahoe Basin Management Unit (LTBMU), and the Carson Ranger District of the Humboldt-Toiyabe NF. A review of the original EA approval reveals that the management and improvement objectives of this document are in full concurrence with the directions prescribed in the original decision and instructions.

The following management plans (and their current revisions) provide additional information about the land area through which the trail passes:

1. LTBMU Forest Plan, 1988 (as amended)
2. Humboldt-Toiyabe National Forest Plan, 1987 (as amended)
3. Tahoe National Forest Plan, 1990 (as amended)
4. Lake Tahoe Nevada State Park Master Plan, 1990
5. Desolation Wilderness Plan, 1998
6. Mt. Rose Wilderness Guidance (Humboldt-Toiyabe National Forest Plan and Wilderness Act)
7. Granite Chief Wilderness Guidance (Tahoe National Forest Plan and Wilderness Act)
8. Pacific Crest National Scenic Trail Comprehensive Management Plan, 1982
9. Lake Tahoe Nevada State Park Master Plan, 1990

Twenty-five million people live within a six-hour drive of Lake Tahoe, including San Francisco, Sacramento, Carson City and Reno, as well as the communities within the Lake Tahoe Basin. User demand for the trail and other recreation facilities is increasing as both outdoor tourism and the surrounding population grow, as indicated by the most recent data available (city-data.com).

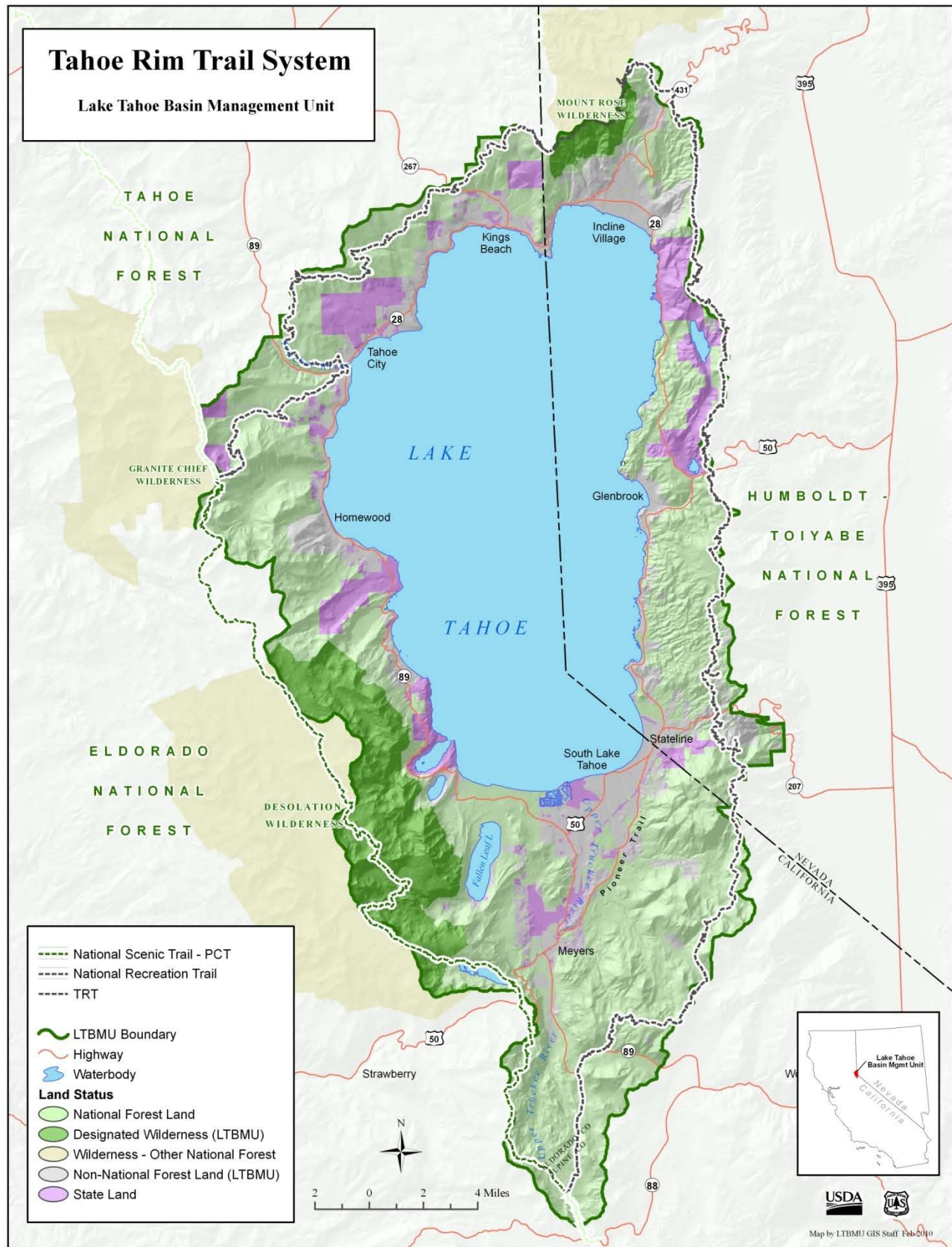
There is interest on all sides of the Tahoe Basin from communities with a desire to connect trails to the TRT. Land management agencies will ensure any connecting trails have appropriate review, including trail associations and other affected parties, with concern to impacts on the TRT and the Basin.

Table 3. Use Types and Intensity

Trail Segment	Hiking¹	Mountain Biking¹	Equestrian¹
1. Tahoe City to the Brockway Trailhead at Highway 267	Moderate	Moderate	Low
2. Highway 267 to Tahoe Meadows	Heavy (2007 data)	Low (prohibited in the Mt Rose Wilderness)	Low
3. Tahoe Meadows to Spooner	Moderate to Heavy	Heavy where allowed (prohibited Hobart Rd to Spooner)	Low to Moderate
4. Spooner to Kingsbury North	Moderate to Heavy	Moderate	Low
5. Kingsbury N to Kingsbury S	Moderate to Heavy	Moderate to Heavy	Low
6. Kingsbury South to Big Meadow Trailhead	Moderate to Heavy	Moderate to Heavy	Low to Moderate
7. Big Meadow TH to Echo Lake	Moderate	Moderate where allowed (prohibited on PCT)	Moderate
8. Echo Lake to Barker Pass	Moderate to Heavy	Prohibited	Low to Moderate
9. Barker Pass to Tahoe City	Moderate	Moderate where allowed (prohibited on PCT)	Low
Notes: ¹ Use levels defined as HEAVY, MODERATE or LOW are subjective and relative. They do not represent numerical ratings and are the perception of managers based on observation and limited data at the present time. HEAVY use does not imply excessive use or that a level of unacceptable change is occurring.			

The existing pattern of use is within the allowances of the USFS Recreation Opportunity Spectrum classes through which the trail passes (see *Appendix B*). These recreation use activities are in concert with all existing plans.

Lake Tahoe Basin Management Unit



V. Goals and Objectives

Listed goals and objectives apply to facilities and resources for the entire Tahoe Rim Trail system.

1. Maintenance

- a. Maintain the trail and facilities to U.S. Forest Service standards.
- b. Define and protect the intended use of the trail. (The TRT is a non-motorized trail except where the trail is located on an existing authorized roadway. Mountain bikers have authorized access to approximately 60 percent of the trail).

2. Ecosystem

Protect natural and cultural (heritage) resources and areas of significant scenic beauty along the trail corridor.

3. Design

- a. Develop strategies to minimize or prevent use conflicts.
- b. Enhance the TRT where appropriate with additional improvements such as connecting trails, loop trails, spur trails, water sources and campsites.
- c. Complete the trail as a back country dispersed recreational system; where possible replace road segments and non-suitable “adopted” trails to meet current U.S. Forest Service standards.

4. Partnership

- a. Accomplish uniformity of administration and management through cooperation among U.S. Forest Service jurisdictions, partners, and trail associations. Work collaboratively to find solutions in the event of conflict among agencies and partners. The Forest Service will provide direction if no solution can be agreed upon.
- b. Develop and implement a citizen stewardship program for the trail.
- c. Maintain, promote and enhance relationships – and communications – between management agencies, trail associations, and partnerships.

5. Education

- a. Encourage appropriate trail etiquette; develop and enforce regulations as necessary. All special use permits should include an exhibit on trail etiquette and enforceable regulations.
- b. Develop and implement educational information and outreach programs to enhance trail protection and enjoyment.

VI. Management Direction for the Total Length of the Trail

Listed direction for management of the TRT supplements that found in legal and administrative documents of the USFS and Nevada State and County Agencies; the affected area primarily address Forest System Lands, and is consistent with the applicable Forest Service Land and Resource Management Plans.

1. Lands

- a. Recommend private land areas for acquisition or easement as listed in *Appendix C*.
- b. Implement formal agreements for the establishment of trailheads and shared use of other trails and roadways.
- c. Obtain easements/permits across lands under state and local government jurisdictions where the Forest Service is the managing agency for the trail.
- d. Locate TRT segments on a permanent easement where the trail crosses private property when the owners are willing to grant it (FSM 5460.3).
- e. Submit easements to be acquired to the Regional Land Adjustment Team for acquisition.

2. Recreation Use

- a. Prohibit all motorized vehicles (except where roads are shared) on the trail during non-winter seasons (when the trail is not covered with snow). LTBMU LRMP
- b. Allow mountain bikes except within designated Wilderness, on Pacific Crest Trail (PCT) portions of the TRT, on portions of the Lake Tahoe Nevada State Park, and where specified in this plan. LTBMU LRMP
- c. Encourage users of livestock to furnish weed-free feed, preferably in the form of grain, alfalfa pellets, and hay as specified in special use permits or operations and maintenance plans. LTBMU LRMP
- d. Require users of livestock to control animals when camped overnight. Livestock will not be tied to trees or other vegetation overnight. Livestock should be kept out of meadows and at least 200 feet from trails, lakes and riparian zones. Identify these areas in special use permits, and operations and maintenance plans. LTBMU LRMP
- e. Restrict overnight camping use and/or building of fires where unacceptable environmental degradation is occurring. Identify these areas will in special use permits, and operations and maintenance plans. LTBMU LRMP
- f. Restrict camping to 300' from the TRT on National Forest System lands within the Lake Tahoe Basin Management Unit, by Forest Order.
- g. Require permits for camping stoves on National Forest System lands.
- h. Actively promote and encourage "Leave-no-Trace" use and "Tread Lightly" principles as defined by the Center for Outdoor Ethics (www.Int.org).
- i. Prepare and implement an interpretive/education/information plan for the trail.
- j. Implement a volunteer ambassador program which promotes positive, appropriate trail use standards.

- k. Communicate to trail users promptly the need for Wilderness permits, campfire permits, and compliance with formal seasonal fire restrictions via trail associations and managing agencies' resources (website, trailhead kiosk, etc.).

3. Wilderness Use

- a. Follow Wilderness management plans and Wilderness Act provisions when conducting activities involving the TRT or associated trails.
- b. Obtain Wilderness permits will from local Supervisor's Offices, District Ranger Offices, or Visitor's Centers for activities within designated Wilderness areas.
- c. Manage the trail within Wilderness areas for non-mechanized use only.
- d. Preserve Wilderness character when managing the trail within Wilderness areas.
- e. Composition of TRT markers placed in Wilderness areas should not be plastic or metal.
- f. Placement of signs should be only at major intersections or trailheads within Wilderness areas.

4. Connector Trails

- a. Collaborate with partners when developing proposals.
- b. Complete Travel analysis and NEPA on connector trails prior to construction, maintenance, or adoption.
- c. Consider the following when maintaining trail connectors to the TRT:
 - 1) Effect on maximum capacity of trailheads at peak periods.
 - 2) Effect on illegal motorized encroachment onto the TRT.
 - 3) Conflicts among legal trail users: (i.e. hikers, bikers, and equestrians).
 - 4) Possible unpermitted recreational and outfitter encroachment.

5. Trail Maintenance & Protection

- a. Maintain the trail to established USFS standards (Trail Management Handbook FSH 2309.18, Standard Specifications for Construction and Maintenance of Trails EM 7720-103).
- b. Development of annual maintenance plans, with the LTBMU acting as the lead in coordination with trail associations and agencies.
- c. Prepare an annual coordinated trail maintenance plan following field surveys by the trail association and Agencies; identify the trail condition and level of maintenance for each trail segment, as well as any unique maintenance concerns.
- d. Hold a meeting of all trail maintenance partners at least once each year to discuss trail maintenance issues and projects.
- e. Provide information and advisories regarding trail safety issues.
- f. Maintain the trail to reduce or eliminate identified hazards

6. Facilities Maintenance

- a. Maintain facilities associated with the trail as listed in *Appendix D*.

- b. Evaluate user created routes. USFS Trails ATM (Access and Travel management) and associated NEPA will plan to eliminate and restore, adopt and maintain, or reroute these trails.
- c. List potential improvements and/or structures on the trail system (in *Appendix E*) with status of approval.

7. Cultural/Heritage and Resource Protection

- a. Protect significant and unique natural and physical features along the trail corridor with special emphasis on protecting threatened and endangered species and sensitive plants.
- b. Protect significant cultural/heritage resources found along the trail corridor and connectors. LTBMU LRMP
- c. Locate trail facilities away from sensitive resources, such as wet meadows, erodible soils, lakes and streams, sensitive plants, cultural/heritage sites and known sensitive wildlife habitat, as directed by applicable EA,.
- d. Where sensitive resources are identified, the trail will be considered for rerouting.
- e. Promote and participate in trail and site restoration projects along the trail corridor.

8. Signing

- a. Use the TRT shield as the official sign to identify the trail and associated features. The approved markers and arrows are shown in *Appendix F*. The marker is triangular in shape and light blue with the words "Tahoe Rim Trail" on it. The Tahoe Rim Trail Association holds a trademark for the TRT shield.
- b. Assistance to land managers in identifying appropriate placement (or replacement) of markers may be carried out by the trail association, as well as the physical mounting of signs and markers.
- c. Locate the PCT marker above the TRT marker on the segments of trail shared with the PCT.
- d. Use signage and education to identify the trail and associated features, and communicate bicycle prohibitions on the PCT, Wilderness areas and other areas where bicycles are restricted.
- e. Post signs prohibiting motorized vehicles on the trail wherever the trail crosses a road.
- f. Conform to the signing standards established within designated Wilderness area where the trail segment is located.
- g. Authorization of signing or marking on non-public lands should be accomplished through memorandums of understanding, agreements, or right-of-way instruments, etc., with state and county highway departments, municipalities and private landowners.
- h. Identify private land along with informational requests of the landowner.
- i. Standardized and approved directional, Information, Interpretive and Regulatory signing will be accomplished by the USFS, as shown in the Sign Plan, *Appendix G*.

9. Events and Special Use Permits on National Forest System Land

(maintained pursuant to 36CFR 251, FSM 2700, FSH 2709.11 & Nevada State Land direction)

- a. Conducting a formal determination of need, the basis on which any use is permitted, is accomplished by the responsible agency;
 - i. Conducting a detailed, individual project needs assessment may be required to determine public need and resource capacity for services; Defined in specific USDA Forest Service guidance (e.g., Guidebook on Outfitting and Guiding”).
- b. Issuing permits for organized events on the TRT is the responsibility for the U.S. Forest Service and the State of Nevada. Coordination and issuing of permits will be accomplished by the managing agency (USFS or State of NV) where the entire trail or where a significant majority crosses more than one agencies area.
 - i. Permitting is conducted by The LTBMU for the Tahoe and Eldorado National Forests, as delegated by the Regional Forester (as outlined by this plan). Special use permitting for events staged on – or associated with – the trail will be conducted in accordance with special use laws, regulations, policy, guidelines, and this plan.
- c. Management for certain activities is encouraged – throughout the entire length of the trail, and in accordance with land, social, wilderness, and other constraints – and should be managed as set forth below. (The Guidebook, Section VI provides additional potential local needs are identified by trail segment).
 - i. Allowance of Individual dispersed recreational trail use (hiking, equestrian, mountain biking, snow shoeing, and backcountry skiing) without permit, except where prohibited or where permits are required by Forest Service regulations or land management agency regulations.
 - ii. Staging of the following types of noncommercial recreation activities without permits and associated costs/fees:
 - a) Noncommercial activities such as: day hikes, rides, and backpack trips where participants are not charged a fee or required to make other financial contributions (pursuant to 36 CFR 251.5 (C)). The number of participants will not exceed 12 (subject to U.S. Forest Service restrictions) in designated Wilderness.
 - b) Workshops, clinics, and volunteer activities directly related to support of the trail, such as chain saw training or trail clearing, where the participants are not charged a fee or required to make other financial contributions. The number of participants will not exceed 74 (subject to U.S. Forest Service restrictions such as for Wilderness areas and non-commercial group use).
 - iii. Application of the permitting process and fees are imposed for events, activities, and special group uses not covered by the above exclusions. Event permits will generally not be issued for holidays and holiday weekends (i.e. Memorial Day, July 4th, and Labor Day). Permitting on Nevada Division of State Parks will be conducted in accordance with State Parks Policy #00-19.

- iv. Determination for outfitter/guide permits for the trail will be based upon a needs assessment. The nature, location, and timing of each permit shall be considered.
 - a) Short term outfitter/guide permits will not be issued for holidays and holiday weekends, i.e. Memorial Day, July 4th, and Labor Day.
 - b) No outfitter/guide commercial permits are allowed in the Tahoe Meadows area of the Humboldt-Toiyabe NF per the Forest Plan.
- v. Minimization of impacts on the trail – for all events, activities and special group uses – should conform to the following guidelines:
 - a) The nature, location and timing of each recreation event or trail association activity shall be consistent with the following:
 1. Preference for non-peak use periods. Peak use is weekends July 1st thru August 30, and the following holidays: Memorial Day, July 4th, and Labor Day.
 2. Single day events or trail association activities should be off the trail by sunset except in specific approved situations such as moonlit hikes.
 3. Individual participants and groups on overnight trail association activities should be highly dispersed when camping and in approved locations per LTBMU Forest order for camping. Less than 3-4 people per site is the goal, however the maximum limit with the Desolation Wilderness is 12 persons. Average overnight group size elsewhere should be no more than 12 persons.
 4. No more than one event or trail association activity will be held concurrently in same area.
 5. No events or trail association activities will adversely affect trail construction and maintenance work sessions.
 6. No outfitter/guide commercial permits allowed in the Tahoe Meadows area of the Humboldt-Toiyabe NF.
 7. Use of the trail and trailheads is non-exclusive. Permittees will provide supplemental sanitary facilities (i.e. trash containers, portable toilets), and traffic control if needed (or specified by the permit).
 8. No permits or trail association activities allowed that are inconsistent with Forest Service laws, regulations policy, guidelines or this plan.
 9. Any deterioration of physical trail resources deteriorated from the trail association or permitted activity from event before, during, or after will be restored as part of the activity.
 10. Trail segments under USFS management should not be closed or restricted to the public for exclusive permit use.
 11. Any type of club activities will be coordinated with the managing Agencies.

12. Trail segments under USFS management will not have any type of improvements and/or structure built on the trail without Forest Service written approval prior to construction.
 13. No “extreme sport” events, improvements and/or structures will be constructed, used or implied on National Forest System Trails without written Forest Service approval prior to construction.
 14. During recreation special use events, temporary improvements and/or structures may be approved with special use permits. Nothing implies permission for construction.
 - b) Resource and social capacity/constraints will be considered in the plan under VI. “Information and Management Direction for Trail Segments”.
- vi. Consideration should be given to using shuttle service for all events and included in the events operation and maintenance plan.
 - vii. Sharing of information about activities conducted – for all trail association activities other than permitted events during annual meetings – should be provided to the pertinent agencies.
 - viii. Coordination of trail construction and maintenance activities should occur through a sponsored volunteer or other agreement with appropriate agencies. Conduct or permit remainder trail association activities in accordance with laws, regulations, policies, guidelines, the requirements of this section and any formal agreements between the trail associations and the responsible agencies. Active facilitation of permitting and conduct of the trail association’s trail activities or events will be accomplished by the U.S. Forest Service.
 - a) Trail association sponsored events, where participants exceed 74 people or where participants are charged a fee or asked for a donation for the purpose of raising funds to support the trail, will be required to have a special use permit.
 - b) For trail association permits involving the entire trail, or the majority thereof, LTBMU will act as the coordinating and issuing agency on National Forest System lands as specified in paragraph V. 9. Events and Special Use Permits on NFS lands. Nevada State Lands will coordinate and issue permits on lands managed by State of Nevada.
 - c) An annual trail association and agency review will allow for adjustments in the operations and maintenance plan of approved special use permits.
 - d) A Cooperative Agreement between Nevada State Parks and the trail association will cover events or trail association activities solely in a Nevada State Park.

10. Monitoring and Evaluation

- a. Evaluation annually for compliance with stated goals, objectives, and management direction of this plan. All Agencies and partners will share monitored information and collectively evaluate the effectiveness of the management plan in achieving desired goals and objectives. Amendments to the Trail Management Plan will take place at this time.

VII. Information and Management Direction for Trail Segments

The Tahoe Rim Trail traverses through many diverse settings within the National Forest and as such it is important that the setting and Recreation Opportunity Spectrum (ROS) class (see *Appendix B*) is considered so that the trail is managed consistently with the setting. ROS classes are listed with each segment description as well as a trail character description.

Issues and concerns are presented in each segment. Existing and new issues and concerns will be addressed in annual coordination meetings and annual maintenance plans.

1. Tahoe City to Brockway Trailhead

- a. Brief Description and Mileage: This 20.2 mile section travels from Tahoe City to above Kings Beach on Highway 267 at Brockway Summit. It is moderately to heavily forested with Jeffrey pine, white and red fir, western white pine, sugar pine and incense cedar. The trail provides some views of Lake Tahoe, Truckee River vistas, and has a small shallow lake, Watson Lake.
- b. Jurisdiction and Designation: The trail segment is on National Forest System (NFS) lands, managed by the LTBMU. This segment of trail is designated as National Recreation Trail and is partially shared by the American Discovery Trail route.
- c. Pre-existing Management Direction and User Restrictions: Refer to USDA Forest Service Order No. 19-03-05 "Camping and Fire Restrictions".

Recreation Opportunity Spectrum: (*Appendix B*) Roaded Natural.

- d. Trailheads, Loops and Spurs: The Tahoe City trailhead is located 0.2 miles north of highway 89 on Fairway Drive. The trailhead, which has an informational kiosk, is across the street from Fairway Center, a community center owned by the Tahoe City Parks and Recreation Department. The Brockway Summit trailhead, with paved pullout parking for 3-4 vehicles, is located on the west side of highway 267, 2.75 miles north of the intersection

of highway 28 and highway 267 in Kings Beach. An informational kiosk is along the trail. The trail has several viewpoint vistas just off the trail, but no officially designated loops or spurs.

e. Other Public Access:

- 1) Trail from Robie Equestrian Park.
- 2) The USFS road system also accesses the trail.

f. Issues and Concerns:

- 1) An elaborate network of roads and trails allows access by motorized vehicle users, especially at Watson Lake, where a paved road reaches to within a few feet of the lake and the TRT. This easy access has brought OHV trespass onto the trail and vehicle based camping.
- 2) As the only major source for water along this segment of trail, Watson Lake attracts both TRT and car campers. With limited site spaces, close spacing, and mixed use, use conflicts are occurring.
- 3) Northstar ski area runs a mountain bike park in the summer, with the user trails connecting to National Forest Service road 73, and thence to the TRT.
- 4) Missing Link trail, located between Tahoe City and Watson Lake – under the jurisdiction of the Tahoe National Forest, Truckee Ranger District, is only accessed by using the TRT. This through traffic should be monitored for affects on the TRT.
- 5) Parking for the Tahoe City trailhead on Fairway drive at the Community Center is limited, requiring coordination with the Tahoe City Public Utility District. The current parking may not continue due to changes in management of the Community Center.
- 6) Signing is a concern because of the many other trails that cross the TRT.

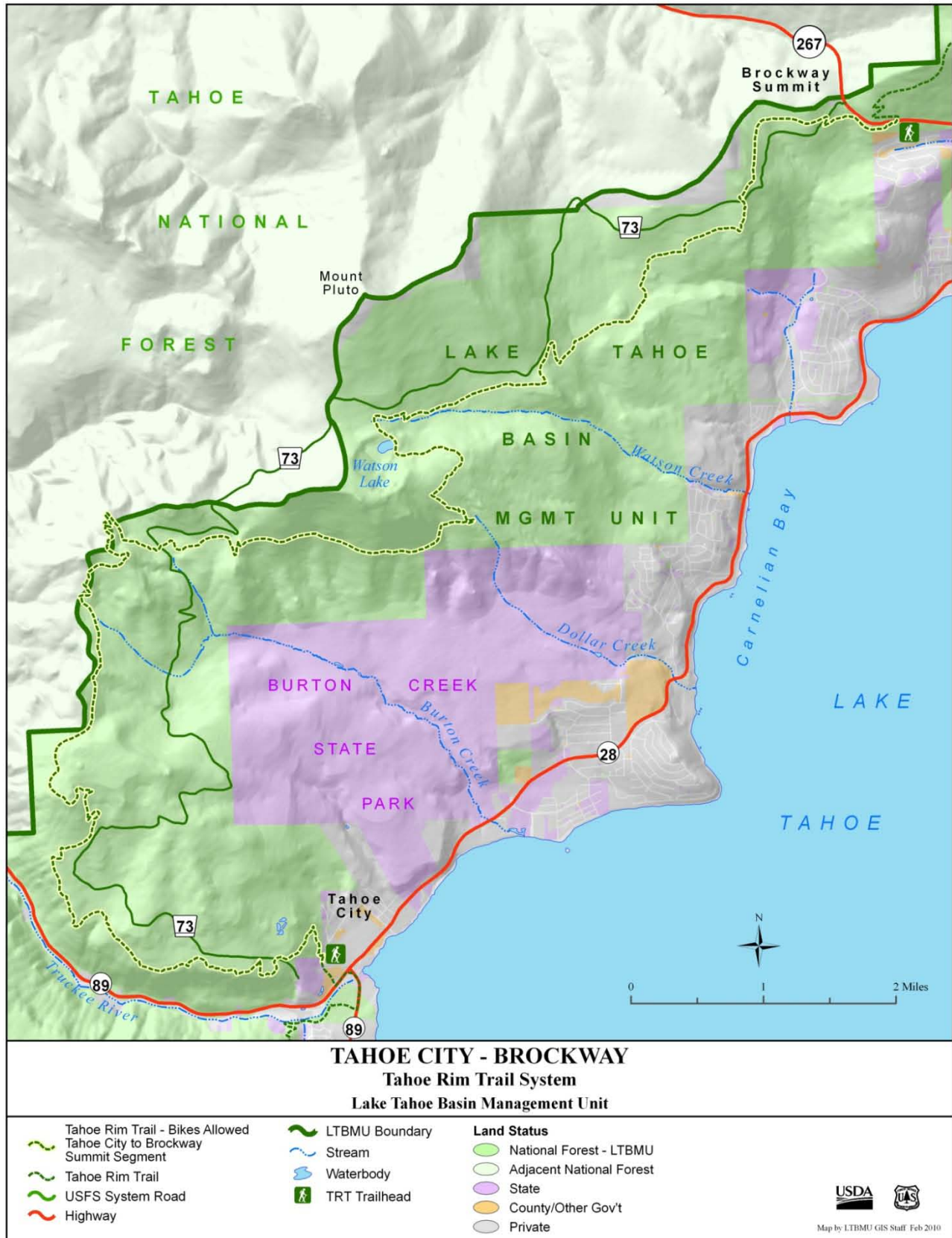
g. Special Use:

- 1) *Existing Use* – Ultra Marathon, Ultra Runner, Wheels for Wheelchairs
- 2) *Outfitter/Guide and Events* – The Big Blue Race series takes place every September and uses trails in the area under an event permit.
- 3) *Character of the Trail Segment* -
 - a) The lands adjacent to this area are used by Northstar Mountain Resort for a mountain bike park. Lifts serve trails for downhill mountain biking. Extreme to easy trails are available for a fee.
 - b) The character of the Tahoe Rim Trail in this section is moderate difficulty with low use levels. The trail in this section offers solitude with convenient and frequent road access. This section could provide excellent opportunities for families and trail users seeking moderate difficulty trail experiences with high road access. The high road access provides multiple opportunities for extraction from the trail system for variable recreation opportunities and safety.

h. Currently Approved New Facilities: none

- 1) The TRTA and the Tahoe NF considering the opportunity to create a parking area on the Tahoe National Forest.

Lake Tahoe Basin Management Unit



2. Brockway Trailhead to Tahoe Meadows Trailhead

- a. **Brief Description and Mileage:** This section is 18.9 miles from Brockway Summit to Tahoe Meadows. The center portion of this segment is in the Mount Rose Wilderness. The highest point on the Tahoe Rim Trail is crossed at 10,338 feet on unnamed peak locally referred to as Relay Peak. Two small lakes can be found close to the trail, Mud Lake (which dries up in the fall some years) and Gray Lake in the Mt. Rose Wilderness. New 24 inch, natural tread, hiker only trail construction is planned to link the Mt. Rose Summit Welcome Plaza (on Highway 431) with the existing TRT near the summit of Relay Peak. Bikes and equestrians would continue to use the current service road trail. The first portion of this trail, 3 miles from the plaza to the Mt Rose spur has been completed. The remainder is scheduled to for NEPA analysis and, if approved, new construction is estimated to begin in 2010-2011. New construction will be in Humboldt-Toiyabe NF and partially within the Mount Rose Wilderness, outside the Tahoe Basin.
- b. **Jurisdiction and Designation:** The trail segment lies on National Forest System Land. Most is managed by the Lake Tahoe Basin Management Unit, and the balance is in Humboldt-Toiyabe National Forest. About 8 miles are within the Mount Rose Wilderness. The Nevada portion of this segment of trail is designated as Millennium Legacy Trail for Nevada and is shared by the American Discovery Trail route.
- c. **Preexisting Management Direction and User Restrictions:** This section is open to hikers and equestrians with the exception of the Mt. Rose Summit section which allows for foot traffic only. Mountain bikes are not allowed in the Mount Rose Wilderness. Bikes are allowed between Brockway Summit and the Mount Rose Wilderness boundary (about 7 miles), and from the Mt. Rose Summit trailhead north along the access road to the microwave relay building on the Mt. Rose Wilderness boundary. The Mt Rose Wilderness does not have a management plan. Therefore neither a group size limit nor a Wilderness permit system requirement has been established beyond provisions of the Wilderness Act and the Mt. Rose Wilderness enabling legislation of 1988.

Recreation Opportunity Spectrum:

 - Brockway to Mt Rose Wilderness: roaded natural.
 - Mt Rose Wilderness: primitive non-motorized.
 - Mt Rose Wilderness to Tahoe Meadows: roaded natural.
 - New Summit Plaza to Relay Peak: semiprimitive, non-motorized.
- d. **Trailheads, Loops and Spurs:**
 - 1) Brockway Summit Trailhead is 2.75 miles northwest up highway 267 from highway 28. Paved parking is limited along the east side of highway 267.

- 2) Dirt parking and an information kiosk is located on the east side of highway 267 off National Forest Service road 16N56. Users can also park near the end of the paved National Forest Service road (16N92) approximately ½ mile before the Martis Peak lookout.
- 3) Tahoe Meadows Trailhead is on highway 431, 7 miles northeast from its intersection with highway 28 in Incline Village and includes two paved parking lots, information kiosks, restroom facilities and the 1.3 mile Tahoe Meadows Interpretive Loop Trail (designed for whole access/ADA users).
- 4) Mt Rose Summit Welcome Plaza: At the summit of highway 431 on the west side of the highway. The Mt. Rose Summit Trailhead is located to the south of the pavilion building along with a TRT kiosk and directional sign. The trail crosses Hwy 431 to a developed campground managed by concession for the USFS.

e. Other Public Access:

- 1) Via Martis Peak Road.
- 2) The spur trail to the Mt Rose Summit.
- 3) There is planning by the Carson Ranger District on the Humboldt-Toiyabe NF to connect this segment into Reno and Truckee. The segment is scheduled to undergo NEPA analysis and if approved new construction is estimated to begin in 2010-2011.

f. Issues and Concerns:

- 1) Mountain bike and OHV trespass onto portions of the trail that are closed.
- 2) Easy OHV access to the TRT via forest roads.
- 3) Identification of the trail route amongst the profusion of roads.
- 4) Water sources on this segment may dry up, especially late in the summer or fall.
- 5) User created trails from Incline Village residential communities to the TRT and other peaks in the Wilderness, including Rose Knob Peak and Rifle Peak.
- 6) Excessive use of Gray Lake (the only reliable water source in the area).
- 7) There is no management plan for the Mt Rose Wilderness. The portion on the TRT which lies within the LTBMU boundaries is governed by the Lake Tahoe Basin Management Unit Forest Plan.
- 8) Near the Junction of the Martis Peak Lookout and Martis Peak road is being used as an informal trailhead.

g. Special Use:

- 1) *Existing Use* – administrative use and permittee use of gated road from NV 431 North to the Relay station on the Wilderness boundary. An equestrian outfitter/guide service has existed for the Mt. Rose Wilderness. The Great Ski Race, and a winter

snowmobile outfitter guide are currently permitted west of the Wilderness.

2) *Outfitter/Guide and Events –*

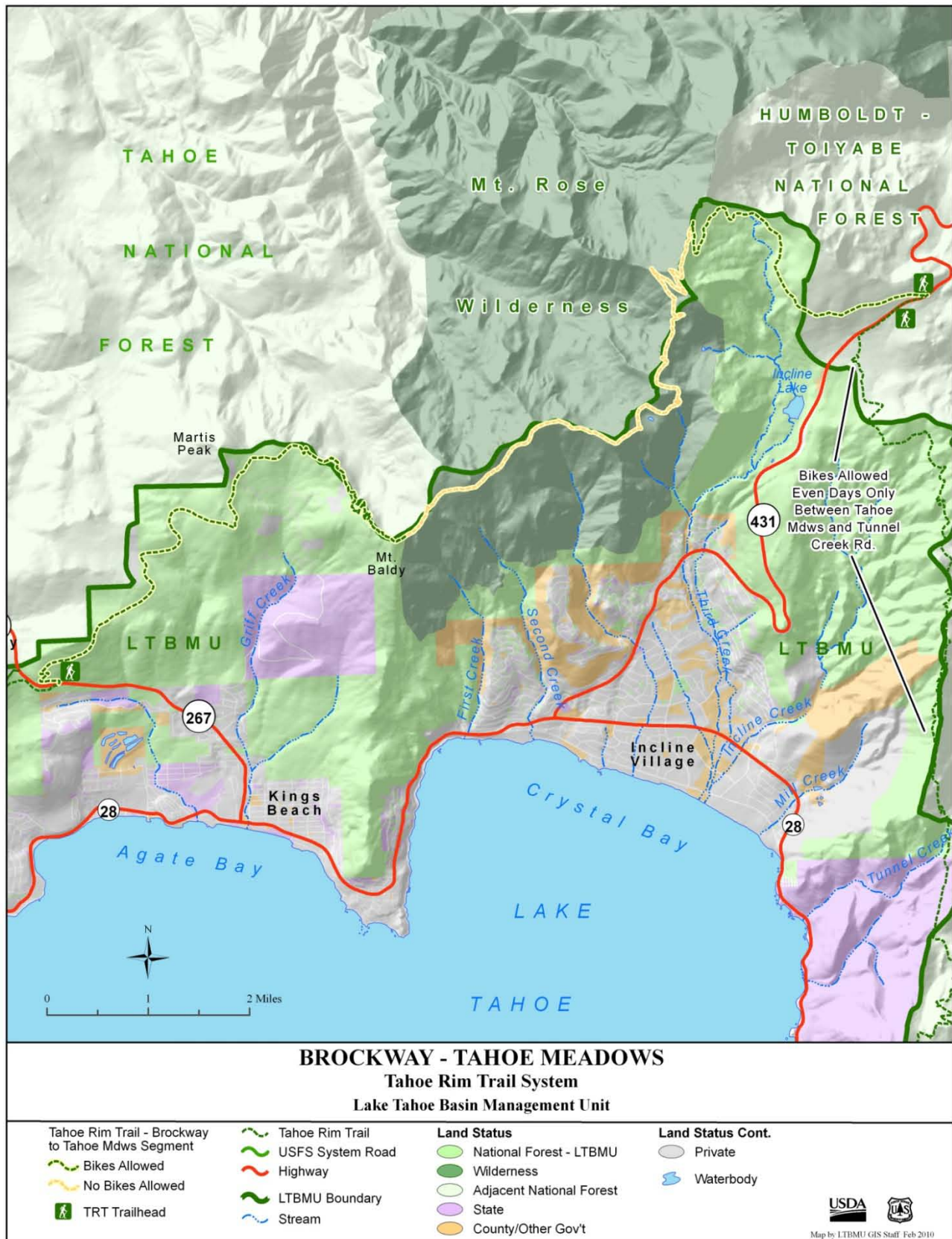
- a. No outfitter/guide commercial permits allowed on the Humboldt-Toiyabe NF in the Tahoe Meadows area per Forest Plan.
- b. Outfitter/guide and events permits will be consistent with applicable Forest Plan.
- c. As this segment is on both Humboldt-Toiyabe NF and LTBMU, special use permits need to be coordinated and approved as agreed by both Regions and Forests.
- d. No competitive activities or events will take place in the Mt. Rose Wilderness.
- e. Increased presence of patrols and legitimate users, and education efforts would reduce mechanized and motorized poaching in the Mt. Rose Wilderness.

3) *Character of the Trail Segment –*

- a. The character of this area is that the trail is of moderate difficulty; however, it is strenuous when climbing to the east. The Martis Peak road provides convenient access to many sections of the trail to within 1.5 miles of the Mt. Rose Wilderness boundary. This section provides excellent opportunities for users seeking experiences of moderate difficulty. This section of trail receives low use currently. The TRT is generally used as part of a loop system. Often mountain bikes are shuttled to Martis Peak and ride down to Hwy 267.

h. Currently Approved New Facilities: none

Lake Tahoe Basin Management Unit



3. Tahoe Meadows Trailhead to Spooner North Trailhead

- a. Brief Description and Mileage: This segment is 21.8 miles between Spooner Summit North and Tahoe Meadows. It traverses both post Comstock forests and old growth red fir.
- b. Jurisdiction and Designation: About 12 miles are NFS land managed by the Humbolt-Toiyabe National Forest and the Lake Tahoe Basin Management Unit. The remaining 10 miles are in the Lake Tahoe Nevada State Park, and are partially shared by the American Discovery Trail route. This segment is designated as National Recreation Trail and as Millennium Legacy Trail for Nevada.
- c. Pre-existing Management Direction & User Restrictions: Hikers and equestrians are allowed on the entire segment.
 - 1) There is a mountain bike advisory to use the section from Tahoe Meadows Trailhead to Tunnel Creek road on even numbered days of the month only. Mountain bikes are not allowed on the trail from the TRT/Hobart Road junction to Spooner Summit and on the one mile-portion of the trail on the south side of Marlette Peak. (The highly popular Flume Trail/North Canyon Road bike route parallels the TRT, providing a superb bike option for bypassing the closed section.) The odd/even policy was developed as a solution to preserve solitude and for hikers and equestrians to be able to experience unimpeded opportunities on this section of the TRT. This policy has been effective in reducing use conflicts. On occasion, the mountain bike community has voiced concern about the equity of the odd/even usage, because only mountain bike use is eliminated on odd days and hikers and equestrians are allowed all days.
 - 2) Camping in Lake Tahoe Nevada State Park is restricted to Marlette Peak Campground, 9 miles north of Spooner Summit and North Canyon Campground near North Canyon road on the connector trail to the TRT.
 - 3) No commercial outfitter/guide permits are allowed on the Humboldt-Toiyabe NF in the Tahoe Meadows area per Forest Plan.

Recreation Opportunity Spectrum:

- 1) USFS land:
 - a) Tahoe Meadows – 1 mile south – roaded natural.
 - b) Next 2 miles – semiprimitive nonmotorized.
 - c) Next 3 miles – rural
 - d) Next mile – roaded natural.
 - e) Snow Valley Peak area (5 miles) – roaded natural
- 2) NV State Park: - semiprimitive nonmotorized

d. Trailheads, Loops and Spurs:

- 1) Tahoe Meadows Trailhead is on highway 431, one mile west of the Mt. Rose summit on the south side of the road. It has vault toilets, paved parking, an information kiosk, and the 1.3 mile long Tahoe Meadows Interpretive Trail Loop.
- 2) Spooner Summit North Trailhead is on the north side of Highway 50 at the Spooner Summit sign. It has paved parking and an information kiosk.
- 3) Spooner Summit North has an unmarked equestrian parking area at the NDOT sand shed with a connector trail to the TRT.
- 4) The USFS has a developed campground with access to the TRT and located off Hwy 431 at the Summit.
- 5) North Canyon Campground connector trail and Snow Valley Peak connector trail to TRT from North Canyon road within Nevada State Parks land.
- 6) Tahoe Meadows Interpretive Trail is 1.3 mile in length, located at the Tahoe Meadows trailhead. It is designed to be universally accessible.
- 7) Herlan Peak loop trail is located between Twin Lakes and Marlette Peak. At Marlette Peak the TRT route is on both sides of the peak.
- 8) There are two short scenic spurs in the first 2.5 miles north of Highway 50.

e. Other Public Access:

- 1) North Canyon Road from Spooner Lake.
- 2) Spooner Lake Loop trail connects to the TRT at the east end of the lake.
- 3) Tunnel Creek Road west to Ponderosa Ranch or Hidden Beach at highway 28,
- 4) Flume Trail/Marlette Lake. In 2009, a well was added to the Marlette Campground to provide drinking water.
- 5) Tunnel Creek Road east to Hobart and Carson City or the valley via numerous routes.
- 6) Ophir Creek Trail from TRT in Tahoe Meadows east approximately 5 miles down a steep canyon to Davis Creek County Park. This route is not recommended for mountain bikes.
- 7) Snow Valley Peak Road East to Carson City.
- 8) Lakeview road between NV State Park and Carson City.
- 9) Kings Canyon from Spooner Summit area to Carson City.
- 10) Bear Trap Cabin to Chimney Beach TH (hikers only)

f. Issues & Concerns:

- 1) A rare plant is growing in the trail tread near Marlette Peak area. Consideration to monitor and protect the plan in as required by law.

- 2) Ophir Creek and nearby archeological sites in the vicinity of Tahoe Meadows are being damaged from off trail foot traffic. A reroute/improvement project was completed in 2008.
- 3) Voluntary compliance with the odd/even mountain bike advisory between Tahoe Meadows Trailhead and Tunnel Creek road is working but could be improved. Recommend the development of a user survey specific to this section of trail in order to assess public awareness and improve compliance of the advisory.
- 4) Water is limited as streams and lakes in this segment may dry up seasonally.
- 5) Mountain bike use is increasing and multiple access points are causing circulation conflicts. The heavy use of mountain bikes is causing degradation to the trail tread especially on downhill sections and switchbacks not originally designed for bike use.
- 6) Unauthorized trails off the TRT, possibly users looking for vistas of the lake.
- 7) Lake Tahoe Nevada State Park is currently reviewing backcountry management policies as well as trail and access plans.

g. Special Use:

1) USFS:

a) *Existing Use* –

1. In 2001, 2002, and 2007 the TRT 50K/50M Ultra marathon has operated under an annual permit through the NV State Parks and USFS.
2. Outfitter Guides may not access the TRT from Tahoe Meadows, only from Spooner Summit.

b) *Outfitter/Guide and Events* –

1. No current outfitter guide or events permits exist.
2. Outfitter/guide and events permits will be consistent with applicable Forest Plans.

c) *Character of the Trail Segment* – This section of trail receives moderate to heavy use. From Tunnel Creek Road north is managed as odd days – no mountain bikes.

2) Lake Tahoe Nevada State Park:

a) *Existing Use* – Spooner Lake, Inc. provides guided tours and shuttle service to Tahoe Meadows trailhead and Tunnel Creek Road at highway 28 and Spooner Lake State park. Three to six other special use permits issued by Lake Tahoe Nevada State Park each season. There is minimum demand for these permits.

b) *Outfitter/Guides or events* –

1. The events and participants have limiting factors including: parking, resource and visitor impact as well as the self-limiting internal aspects of the event to keep quality and visitor experience high. This translates into

different numbers for different events. New event applications will be accepted and reviewed within resource, staff, and other considerations.

2. Increased presence of patrols or legitimate outfitter guides and education efforts could reduce occurrence of mechanized use on odd days.

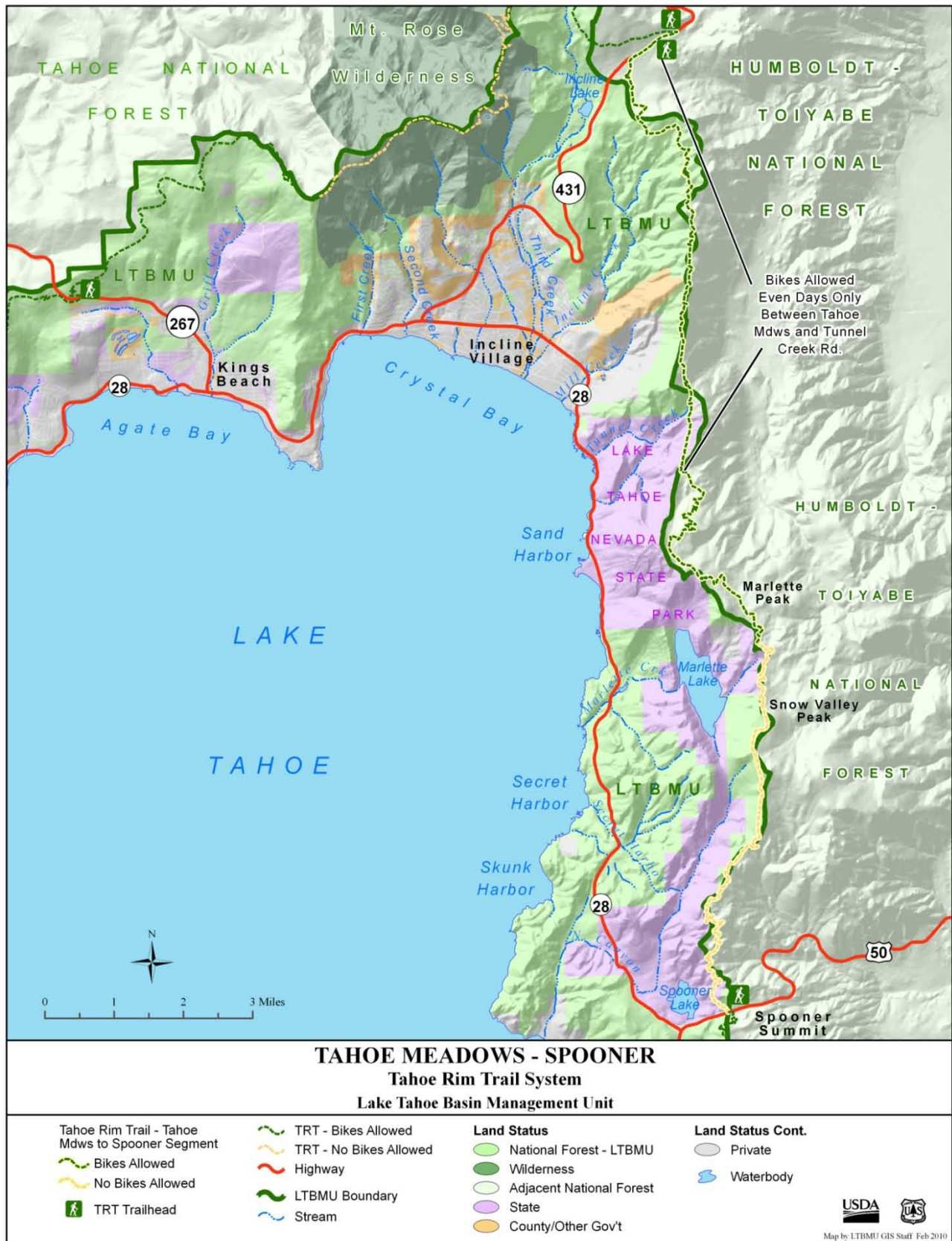
c) *Character of the Trail Segment –*

The section from Spooner Summit north to Snow Valley Peak does not allow mountain bikes; however, alternate routes through the North Canyon Campground and North Canyon road allow mountain bikes to access the popular trailhead at Spooner State Park. From Tunnel Creek Road north is managed with odd days closed and even days open to mountain bikes. This section is often used as a loop for the very popular Flume Trail.

h. Currently Approved New Facilities.

- 1) Conceptual development of a new primitive campground at Twin Lakes to include a well, SST toilet, fire rings, and picnic tables is under consideration

Lake Tahoe Basin Management Unit



4. Spooner Summit South Trailhead to Kingsbury North Trailhead

- a. **Brief Description and Mileage:** The trail between Spooner Summit South and Kingsbury North runs for 12.2 miles, winding up tree covered slopes from a USFS day use area on the south side of highway 50 to an open ridgeline traverse along South Camp Peak before dropping down into wooded landscapes on the western side of the ridge to the trailhead on Andria Drive. Forest areas are primarily fir and Jeffrey Pine with several aspen groves. Along the ridge by South Camp Peak are extensive views of the entire lake basin. There are no reliable water sources.
- b. **Jurisdiction and Designation:** The trail segment is all on NFS land, predominantly managed by the Lake Tahoe Basin Management Unit. The remainder is managed by the Humboldt-Toiyabe NF including the trailhead at Spooner Summit South. This segment is designated as National Recreation Trail and as Millennium Legacy Trail for Nevada.
- c. **Pre-existing Management Direction & User Restrictions:**
 - 1) This section is open to hiking, mountain biking and equestrians and receives a moderate to heavy amount of use. The area for this section is designated as National Forest managed primarily by the LTBMU and is under general basin regulations. Backcountry camping is permitted.
 - 2) Trail is multi-use with all user groups in evidence throughout the section. Hikers are more predominant within 2-3 miles of either trailhead. Mountain bikes are the predominant group further from trailheads and equestrian use is more in evidence from South Camp Peak north.

Recreation Opportunity Spectrum:

Mostly semiprimitive non-motorized with sections in roaded natural areas.

- d. **Trailheads, Loops and Spurs:**
 - 1) Spooner Summit South Trailhead is on the south side of highway 50 at the rest area on Spooner Summit where there is paved parking, a trailhead kiosk, and a double vault restroom. Parking will accommodate horse trailers.
 - 2) Kingsbury Grade North trailhead is located 2 miles off highway 207 on North Benjamin Dr., which becomes Andria Dr. A trailhead kiosk and paved and unpaved parking is available.
 - 3) Short, non-system spur trails lead to overlooks in the section from Spooner to South Camp Peak. There is one system spur to an overlook within the first mile north from the Kingsbury trailhead.

- e. Other Public Access: Trail can be accessed from Forest Service roads 14N32, 14N33 and 14N32B.
- f. Issues & Concerns:
 - 1) Conflicts with use at Kingsbury North trailhead parking (shared by large numbers of legal recreational and outfitter OHV users).
 - 2) The area from Spooner Summit South has equestrian travel as well as bike and hiker use. The trail needs to be managed to minimize social and resource conflict.
 - 3) Review the spur trails and adopt, improve and maintain these trails if appropriate.
- g. Special Use:
 - 1) *Existing Use* – none on the TRT. There is a winter outfitter/guide snowmobile service that uses the Spooner Summit trailhead in the winter. There are other outfitter/guide and commercial uses of the road system in this area.
 - 2) *Outfitter/Guide and Events* – No outfitter/guide or event permits currently exist.
 - 3) *The Character of this Trail Segment* –
This section of trail receives moderate use by mountain bikers and hikers. The section is adjacent to the Kingsbury community.
- h. Currently Approved New Facilities. The Daggett Summit Trail System Project, approved in 2009 and being constructed through 2011, links into this segment, and will adjust some trailheads and trail connections.

Lake Tahoe Basin Management Unit



5. Kingsbury North Trailhead to Kingsbury South Trailhead

Brief Description and Mileage: This new segment of the trail began construction in 2009, replacing the use of city streets with forested single track, and loop and vista trails. The Kingsbury North and Kingsbury South Trailheads will now be connected via two a 6.1 mile trail. The main northern leg crosses Highway 207 near Buchanan Road. From Kingsbury North, the trail run through forests of Jeffery Pine and fir, alternating with rocky outcroppings and ridge spines. Spectacular views of Lake Tahoe and the Carson Valley are frequent. Tributaries of Edgewood Creek are crossed near aspens and alders, with the primary (year round) stream being paralleled using the “Pony Express” trail along Old Kingsbury Grade. South of Edgewood Creek, the trail climbs through quiet forests, passes the junction with the Van Sickle Connector trail and then crosses east to link up with the existing TRT south of the Kingsbury South Trailhead.

Jurisdiction and Designation: The trail is primarily on National Forest System Lands. Two short lengths of the trail are on Douglas County land, and one belongs to the Nevada Division of State Lands. The Kingsbury South Trailhead kiosk and parking is on Heavenly Mountain Resort property and the first 1/3 mile of trail from there is on Tahoe Village Homeowner’s Association land. LTBMU holds ROW easements for both these corridors. Highway 207 is a Nevada State Highway. The new trail mileage will be submitted as an update to the existing National Recreation Trail designation.

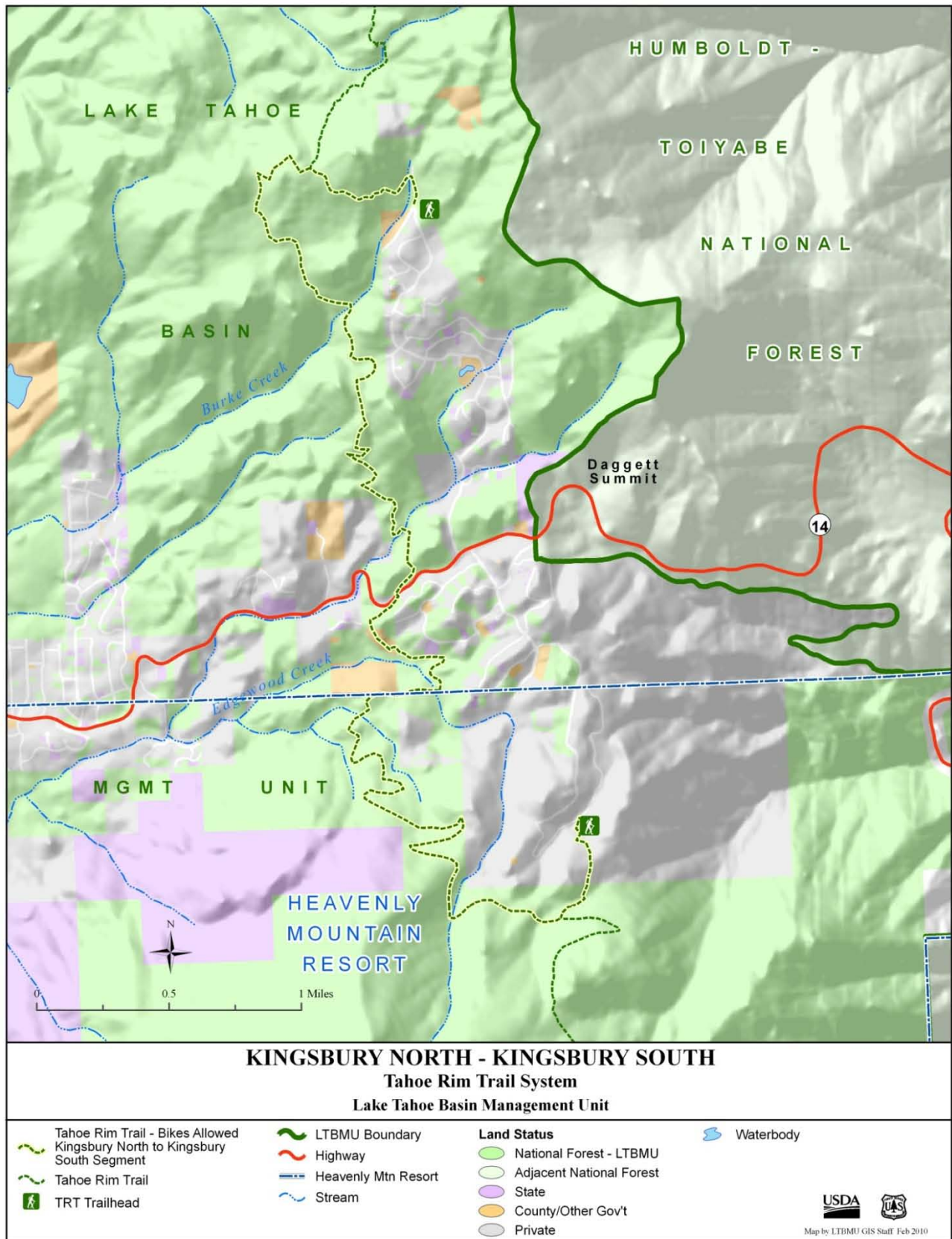
- a. **Pre-existing Management Direction & User Restrictions:**
 - 1) This section is open to hiking, mountain biking and equestrians and expects moderate to heavy use. The area for this section is managed primarily by the LTBMU and is under general basin regulations. Backcountry camping is permitted and a California Campfire permit is required.
 - 2) Trail is multi-use with all user groups in evidence. Heaviest use is expected on the northern loop by all user groups and south of Kingsbury Grade by hikers and bikers. A large volume of local resident use is anticipated.

Recreation Opportunity Spectrum : The area is primarily roaded natural with significant stretches of semiprimitive motorized.

- b. **Trailheads, Loops and Spurs:**
 - 1) See trailhead descriptions in 4. and 6.
 - 2) A 6.5 mile loop of the TRT is north of Kingsbury Grade. Numerous other loops are created through connections with existing trails, most notably near the Kingsbury North Trailhead and Castle Rock, and involving the Van Sickle Connector and the Edgewood Creek (Pony Express) trail.

- 3) Five vista spurs (1.1 miles) are added along the trail.
- c. Other Public Access: Numerous access points are found throughout the segment. Existing trails, city streets, utility easement and forest protection roads, and ski trails all cross or come close to the trail. Paved vehicular areas facilitating proximity access include Andria Drive, MaryAnn Drive, Donna Way, North Benjamin, Aspen Way, Highway 207, Buchanan Road and the Boulder Parking Lot
 - d. Issues & Concerns:
 - 1) Close and easy access from public roads may result in significant encroachment by motorized users, even though motorized trails in the area provide authorized alternatives.
 - 2) There is a safety concern for trail users crossing highway 207. A designated crosswalk and warning signs will mitigate dangers, but equestrian users should be discouraged from traversing the crossing area.
 - 3) Potential user conflicts created by the volume of user traffic resulting from the loop and local use opportunities, particularly those involving the Van Sickle Connector.
 - 4) Access to the Tramway Market will remain important to through users. While the realignment includes several access points, movement along urban streets and across Highway 207 will still be required to reach the Market.
 - e. Special Use:
 - 1) *Existing Use*— Heavenly Mountain Resort
 - 2) *Outfitter/Guide and Events* -This segment crosses into the permit boundary for Heavenly Mountain Resort. Potential permits would be coordinated with Heavenly Mountain Resort.
 - 3) *The Character of the Trail Segment* –
This segment of trail will likely receive moderate use, including the loop trail. The trail will be easy to moderate difficulty; however, the highway crossing poses a barrier to equestrians and possibly families. The trail is in close proximity to neighborhoods and receives significant use from residents using the trail for exercise.
 - i. Currently Approved New Facilities. In 2009, all Agencies approved NEPA analysis to reroute the current 3.4 miles on paved residential roads onto a natural tread through and loop trail around Daggett Summit. Implementation began in 2009 and is estimated for completion in 2012.

Lake Tahoe Basin Management Unit



6. Kingsbury South Trailhead to Big Meadow Trailhead

- a. Brief Description and Mileage: This section of 22.8 miles travels from the Kingsbury South Trailhead at Heavenly's Stagecoach parking lot to the Big Meadow Trailhead on highway 89. It is moderately to heavily forested, goes through two passes - Monument and Armstrong - past Star Lake (the highest alpine lake in the Tahoe Basin), and through Freel Meadow. Minimum elevation is 7,300 feet at Big Meadow trailhead and the maximum is 9,730 feet at Freel saddle. There are views of Carson Valley to the East, Lake Tahoe to the North, and the Sierra Nevada to the South.
- b. Jurisdiction and Designation: This trail segment is almost entirely on NFS land managed by the LTBMU, a portion of which is permitted to Heavenly Mountain Resort. The parking lot and trailhead at Kingsbury South are on Heavenly's private property. The first 1/3 mile south from the trailhead is on Tahoe Village Homeowners Association property. This segment is designated as National Recreation Trail and the Nevada portion as Millennium Legacy Trail for Nevada.
- c. Pre-existing Management Direction and User Restrictions:
 - 1) California Campfire Permit is Required.
 - 2) Camping is restricted to within 200 feet of the trail.

Recreation Opportunity Spectrum:

- 1) First 2 miles from Kingsbury trailhead is rural.
- 2) Next 4 miles is semiprimitive motorized.
- 3) Next 14 miles is semiprimitive nonmotorized.
- 4) Next 2 miles is semiprimitive motorized
- 5) Next 1 mile is roaded natural

- d. Trailheads, Loops, and Spurs:
 - 1) The Kingsbury South trailhead is located 1.9 miles south of Daggett Pass off Highway 207 at the base of Heavenly Mountain Resort's Stagecoach ski lift. There is a summer seasonal information kiosk, large parking lot (for which TRT users may use 10 spaces according to the agreement with Heavenly Mountain Resort), but no other public facilities. The Daggett Summit Project is relocating the trailhead kiosk and the first part of the trail to an area more suitable for users and the environment.
 - 2) The Big Meadow trailhead is located 5 miles south of the junction of highway 50 and highway 89 on the north side of highway 89. It has 35 parking spaces with additional parking and campsites nearby.
 - 3) A secondary TRT access with little roadside parking is located at Grass Lake on highway 89 at Luther Pass. The 1-mile trail connects to the Tahoe Rim Trail 2.5 miles north of Big Meadow trailhead.

- 4) In 2004, a hiker only connector was opened from Freel saddle to Freel Peak.
- 5) Willow Creek Road on the south east side of Luther Pass is an access point to roughly the middle of this segment and is the shortest and quickest route to hike Freel Peak.

e. Other Public Access:

- 1) Road Access from Oneidas Road in South Lake Tahoe to Fountain Place and then by trail to Armstrong Pass.
- 2) Connector trails in the High Meadows area including Star Lake and Monument Pass Trails are undergoing NEPA analysis for reroute. If constructed, use is anticipated to increase on these trails and this section of TRT.
- 3) Saxon Creek trail to Tucker Flat (3.6 miles), also known as Mr. Toads Wild Ride, is considered a world-class mountain bike downhill trail which is accessed from the Big Meadow North trail head of the TRT. The trail is also accessed at Armstrong Pass via Willow Creek Road (FS#051) from Hope Valley.

f. Issues and Concerns:

- 1) Relocation of the TRT off the meadow near Stagecoach ski lift loading area would eliminate impacts to the meadow and establish a sustainable trail in this area.
- 2) Formal agreements need to be reviewed and updated with Heavenly Mountain Resort and Tahoe Village Homeowners regarding parking and access from the Kingsbury South trailhead.
- 3) Obtaining easement approval by the Tahoe Village Home Owners Association for rerouting of 1/3 mile of trail.
- 4) The 2005 Freel Meiss ATM (Access and Travel management) EA provided environmental review and plans have been prepared to develop a bridge crossing across Grass Lake Creek.
- 5) Whether to make Armstrong Pass an official trailhead.
- 6) The public use of FS road 051 is generating complaints about the condition of the road and bridges.
- 7) With access from High Meadows more use of the TRT and Star Lake is anticipated. Resource damage may occur with increased use and will need to be monitored and addressed.
- 8) Construction of the planned connector trail to the Van Sickle State Park, including modifying associated rim trail sections to sustain mountain bike usage.

g. Special Use:

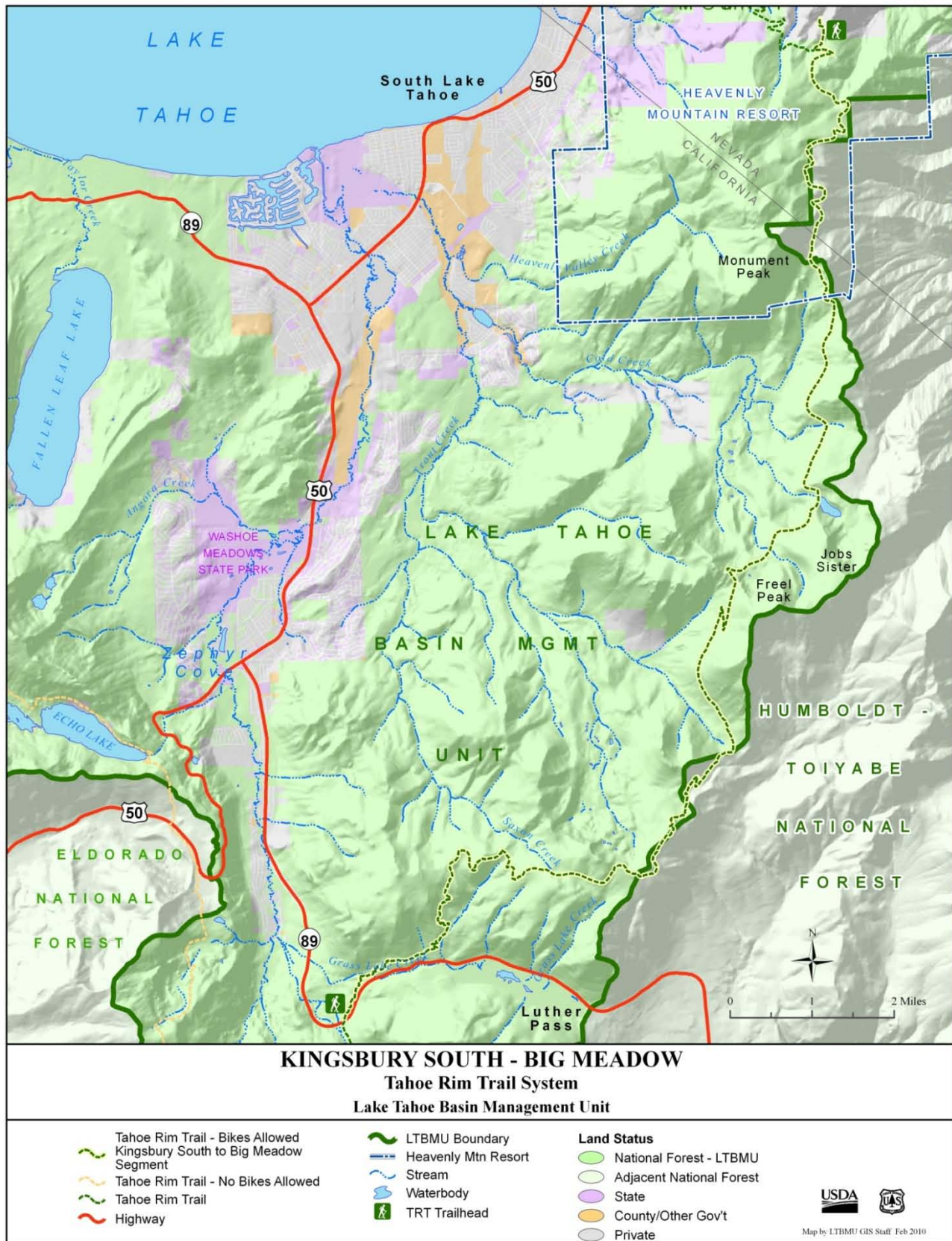
- 1) *Existing Use*—Heavenly Mountain Resort
- 2) *Outfitter/Guide and Events* – There are currently no outfitter guide or event permits for this area except for the trail crossing through the Ski Area for Heavenly Mountain Resort.

- 3) *The Character of this Trail Segment* - The character of this section is a difficult trail that is very strenuous. There are few places with available water. This section traverses the highest part of the range, and is located along the transition from the alpine to sub-alpine zone. From the Stagecoach side, use from the trailhead for the ½ mile is moderate. From this point on, use is low to the Saxon Creek trail (Mr. Toads Wild Ride), approximately 6 miles from the Big Meadow Trailhead. Mountain bike use from the Big Meadow Trailhead to Saxon Creek Trail is moderate to high because the Big Meadow section of TRT is used as feeder for the Saxon Creek Trail.

h. Currently Approved New Facilities.

- 1) A bridge across Grass Lake Creek just north of Big Meadow Trailhead is approved and planned for construction.
- 2) The Daggett Summit Trail System Project, approved in 2009, links into this segment, and will adjust some trailheads and trail connections.

Lake Tahoe Basin Management Unit



7. Big Meadow Trailhead to Echo Lake Trailhead

- a. **Brief Description and Mileage:** This section of 17.8 miles travels from Big Meadow trailhead to Echo Lake. It is moderately to heavily forested, passes through 4 meadows (Big Meadow, Meiss, Bryan, and Benwood), past 3 lakes (Round, Meiss, and Showers), crosses the headwaters of the Upper Truckee River and several streams. Minimum elevation is at Big Meadow trailhead (7,300ft) with the maximum north of Showers Lake (8,960ft). From Meiss meadow to Echo Lake the trail is part of the Pacific Crest Trail (PCT). There is a National Historic Ranch building at Meiss Meadow.
- b. **Jurisdiction and Designation:** This segment is on NFS lands, and mostly managed by the Lake Tahoe Basin Management Unit. The trail enters briefly into El Dorado National Forest near Bryan Meadow and again for about 3 miles near Echo summit. There are a few private easements on the PCT north of Highway 50. From the Big Meadow Trailhead to the PCT/TRT junction in Meiss Meadow, the trail is designated as National Recreation Trail. From the PCT/TRT junction in Meiss Meadow to Echo Lake, the trail is the Pacific Crest National Scenic Trail.
- c. **Pre-existing Management Direction and User Restrictions:** This entire section is open to hikers and equestrians, and to mountain bikers south from the Big Meadow Trailhead to the junction with the PCT in Meiss Meadow. Only hikers and equestrians are allowed on the trail shared with the PCT. A California Campfire permit is required for fires or camp stoves.

Recreation Opportunity Spectrum:

1st mile south from Big Meadow –roaded natural.

Next 16 miles – semiprimitive nonmotorized.

Last 1 mile – roaded natural.

- d. **Trailheads, Loops and Spurs:**
 - 1) The Big Meadow Trailhead is located 5 miles south of the junction of Highway 50 and 89 on the north side of Highway 89. There are 35 paved parking spaces, information kiosks, toilets, but no potable water. Camping is allowed near the trailhead in the designated area.
 - 2) The Echo Summit trailhead on the south side of Highway 50 has a very large parking area with recently added bathrooms and kiosks, however, the parking area is currently not open. The Eldorado NF and TRTA are working together to open the parking area. The Echo Lake trailhead has a seasonal resort store and rest facilities. Parking is available but crowded, particularly during peak summer holidays. There are no existing loops.
 - 3) Echo Lake parking area is sno-parks in the winter.

e. Other Public Access:

- 1) A 3-mile trail from the south end of Lake Valley ties with the TRT near Round Lake.
- 2) A 3-mile trail from the PCT trailhead at Highway 88 on Carson Pass ties to the TRT at Meiss Meadow.
- 3) A 3-mile trail from the Schneider Cow Camp trailhead joins the PCT/TRT at Meiss Meadow.
- 4) A 5-mile trail from the Sayles Canyon trailhead joins the PCT/TRT at Bryan Meadow.

f. Issues and Concerns:

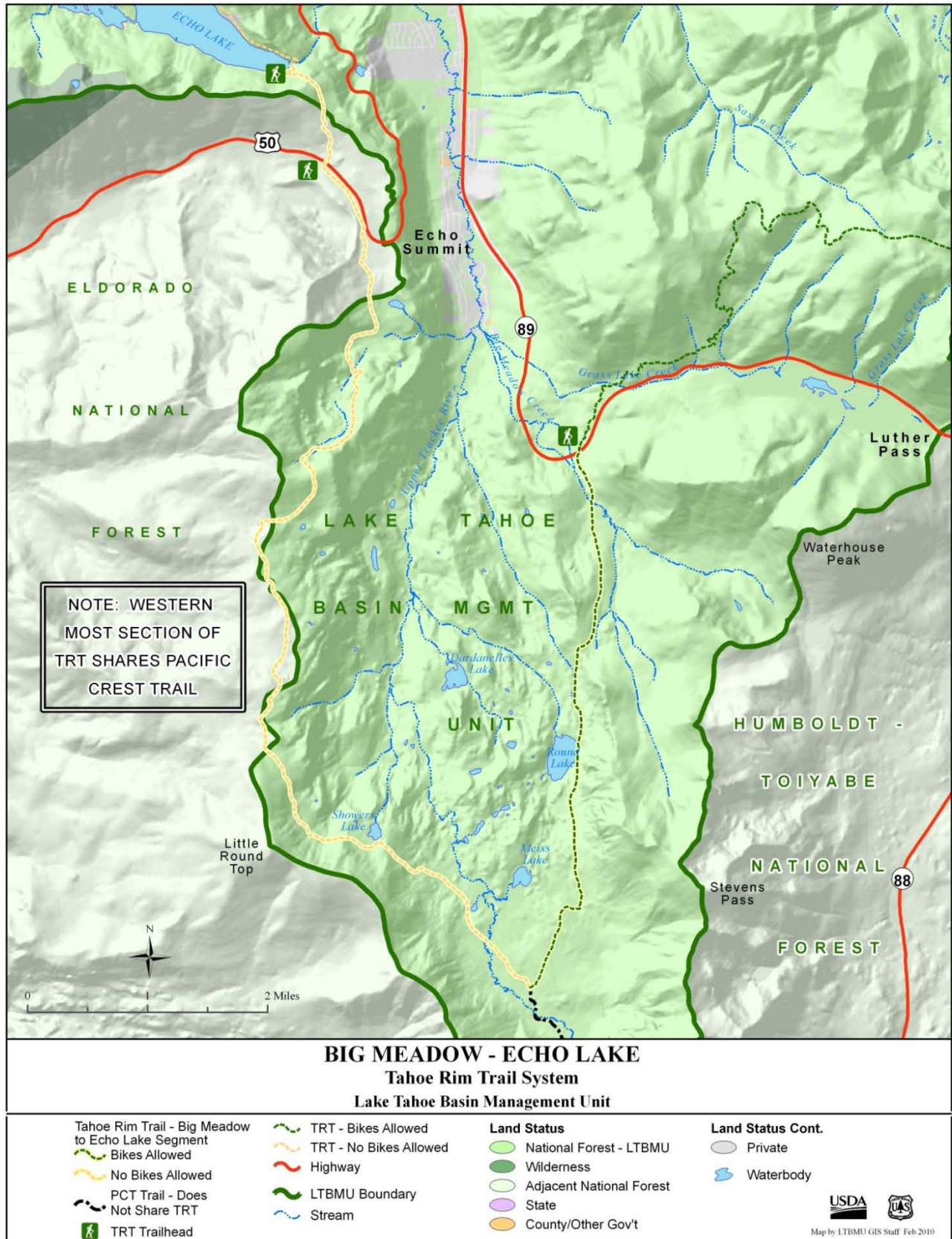
- 1) The area south of Big Meadow trailhead is under consideration for Wilderness designation. If designated, mountain bike use would be prohibited.
- 2) Potable water development at the Big Meadow Trailhead would be desirable. There is currently a well which is not in use.
- 3) Illegal mountain biking is occurring on the PCT.
- 4) Heavy mixed use of foot traffic, mountain bike and equestrian use leading to a concern to keep up maintenance, patrolling and education of users.
- 5) Big Meadow Trailhead parking fills or overflows on heavy use days.
- 6) Adequate parking for horse trailers.
- 7) Safety concerns for trail users crossing highways 89 and 50.
- 8) The lake shores of Showers and Round Lakes are being impacted by trail users.
- 9) Resource damage is occurring on steep areas of the trail due to excessive grades.
- 10) Concerns with trail users and pack stock with respect to water resources.

g. Special Use:

- 1) *Existing Use*— This area is popular with the public for group camping and hiking. Groups that exceed the size limitations for the Wilderness, often use this area instead. Round Lake is a very popular destination for overnight backpackers.
- 2) *Outfitter/Guide and Events* – No outfitter/guide or event permits currently exist for this area.
- 3) *The Character of the Trail Segment*— Trail use along this section may be characterized as moderate to high use. This section of trail is characterized as moderate with difficult sections. The trail is popular with equestrians, mountain bikers, and hikers. It offers access to the PCT, Big Meadow, and the Lake Valley Trail (which makes a popular mountain bike loop).

h. Currently Approved New Facilities. none

Lake Tahoe Basin Management Unit



8. Echo Lake Trailhead to Barker Pass Trailhead

- a. Brief Description and Mileage: This segment is 31.7 miles from Echo Lake to Barker Pass. The entire segment is part of the PCT with 22 miles in the heart of Desolation Wilderness.
- b. Jurisdiction and Designation: The trail segment is mostly on NFS land, managed by the Lake Tahoe Basin Management Unit, El Dorado and Tahoe National Forests. There are two easements on private land near Echo Lake. The trail is the Pacific Crest National Scenic Trail and the TRT.
- c. Preexisting Management Direction and User Restrictions: All trail management within the Desolation Wilderness is guided by the Desolation Wilderness Plan. This section is open to hikers and equestrians. Mountain bikes are not allowed. Permits are required for both day and overnight use within Desolation Wilderness. Free day use permits can be obtained at the major trailheads (not at Barker Pass) and USFS visitor centers. Overnight permits are regulated by quotas for each zone of the Wilderness. There is a fee and permit required for staying overnight in the Wilderness. Group size in Desolation Wilderness is limited to 12. No campfires are allowed in Desolation Wilderness. A California Campfire permit is required for fires or camp stoves used outside of the wilderness. No motorized vehicles or mechanized uses are authorized on the trail.

Recreation Opportunity Spectrum:

1st mile is rural.

Next 2 miles are roaded natural.

22 miles in Desolation Wilderness is semi-primitive non-motorized.

The rest of the segment is roaded natural.

- d. Trailheads, Loops and Spurs:
 - 1) The Echo Lake trailhead has a seasonal resort store and toilet facilities. Parking is available but exceeded, particularly during peak summer holidays. The trailhead kiosk for the TRT is across the dam at lake's edge.
 - 2) The Barker Pass trailhead is located 7 miles west of Highway 89 via the Blackwood Canyon Road and includes an information kiosk and toilets.
 - 3) There are a multitude of other trails in Desolation Wilderness and in the entire segment which link to or are accessed by the PCT/TRT.
- e. Other Public Access: There are numerous trails into Desolation Wilderness from Lake Tahoe and from the west. The trail is also accessible via the McKinney-Rubicon OHV trail to Richardson Lake.
- f. Issues and Concerns:

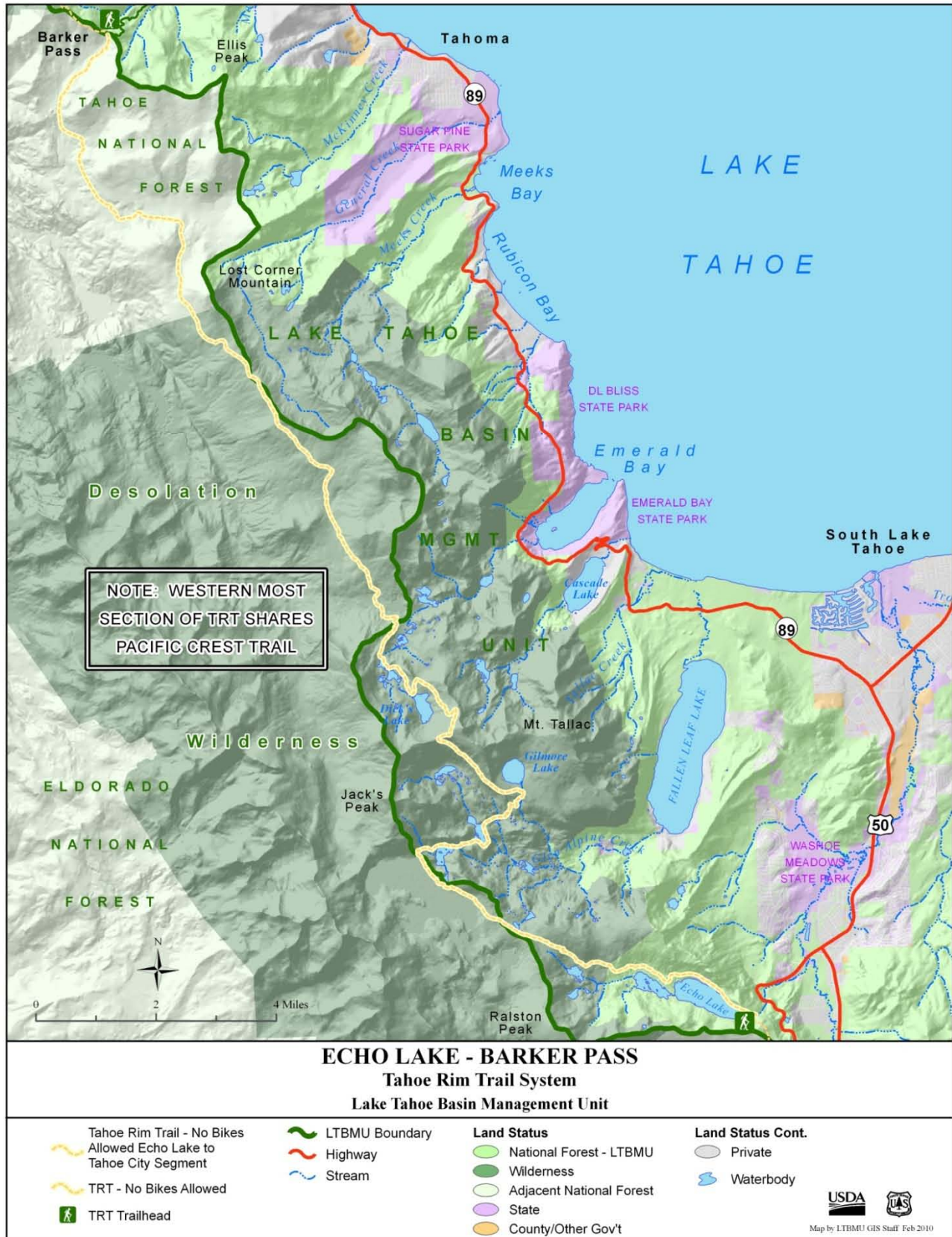
- 1) OHV and camping impacts at Richardson Lake.
- 2) Permits and quota requirements can cause logistical problems for those thru-hiking the entire TRT.
- 3) Mountain biking on the PCT from Barker Pass.

g. Special Use:

- 1) *Existing Use* – Camp Richardson Stables and Cascade Stables hold permits for outfitter/guide and packing services.
- 2) *Outfitter/Guide and Events* – Outfitter/guide and event permits must be consistent with the Desolation Wilderness Management Plan and the Forest Plan for this section.
- 3) *Character of this Trail Segment* –
Trail use from Echo Summit is high to Aloha Lake. This section is not for equestrians. A boat shuttle is available which makes the Aloha Lake accessible to people of many abilities. Beyond Aloha Lake the TRT/PCT receives moderate use. North of the Velma lakes the trail receives low use. The terrain throughout this section is challenging, remote, and a wilderness setting (even outside of the Wilderness). The stunning beauty of this area draws hikers of all abilities.

h. Currently Approved New Facilities: none.

Lake Tahoe Basin Management Unit



9. Barker Pass Trailhead to Tahoe City

- a. **Brief Description and Mileage:** This 17 mile section begins at the top of Barker Pass and heads north and east to the Truckee River in Tahoe City. It provides spectacular ridgeline views of Lake Tahoe, Ward and Blackwood Canyons, and Granite Chief Wilderness. There is a great diversity of plants from deep forest cover to wildflower filled Page Meadows. There are no lakes along the trail, but a small waterfall, many smaller streams and Ward Creek provide water features.
- b. **Jurisdiction and Designation:** The trail segment is on NFS land, mostly managed by the Lake Tahoe Basin Management Unit. A small segment is within the Tahoe National Forest and is part of Granite Chief Wilderness. The northern 12 miles are designated as National Recreation Trail, while the southernmost five miles of TRT route is on the Pacific Crest National Scenic Trail.
- c. **Preexisting Management Direction and User Restrictions:** A California Campfire permit is required for fires or camp stoves used outside of the Wilderness. No motorized vehicles are authorized on the trail. Mountain bikes are not allowed on the PCT.

Recreation Opportunity Spectrum:

The first two miles north of Barker Pass is roaded natural.
The next two miles is semiprimitive motorized.
The next four miles is semiprimitive non-motorized.
The next eight miles is roaded natural.
Last mile is rural.

- d. **Trailheads, Loops and Spurs:**
 - 1) The Barker Pass trailhead is located 7 miles west of Highway 89 via the Blackwood Canyon Road. There is an information kiosk and toilets.
 - 2) The Tahoe City trailhead at the 64 Acres Truckee River Access Parking Area is located about 1/4 mile south of Tahoe City on Highway 89. It has 65 paved parking spots with informational kiosks and portable toilets.
- e. **Other Public Access**
 - 1) The trail crosses Ward Creek Boulevard, 2 miles west of Highway 89, providing another access point to the trail. This location is 11+ trail miles from Barker Pass and 5+ trail miles from Tahoe City. There is access from Granlibakken Resort to the TRT approximately 2 miles south of Tahoe City.
 - 2) In the Page Meadows area a system of trails intersects with the TRT providing opportunities for loops from Tahoe City to Alpine

Meadows, Alpine Peaks, Talmont Estates and the Comstock Acres neighborhoods.

- 3) The Stanford Rock trail, mostly used by mountain bikers, provides access from the bottom of Ward Canyon to the top of Stanford Rock, and then down to the TRT.

f. Issues and Concerns:

- 1) Due to the urban interface around Page Meadows, the TRT is heavily used requiring the trail be well maintained and marked. The sensitivity of the meadow area invokes a concern that users stay on the trail and not trample the meadows along the trail corridor.
- 2) The Stanford Rock to the TRT loop is a fairly popular mountain biking route. It is quite technical, which can create user conflicts.
- 3) Mountain biking is occurring on the PCT portion.

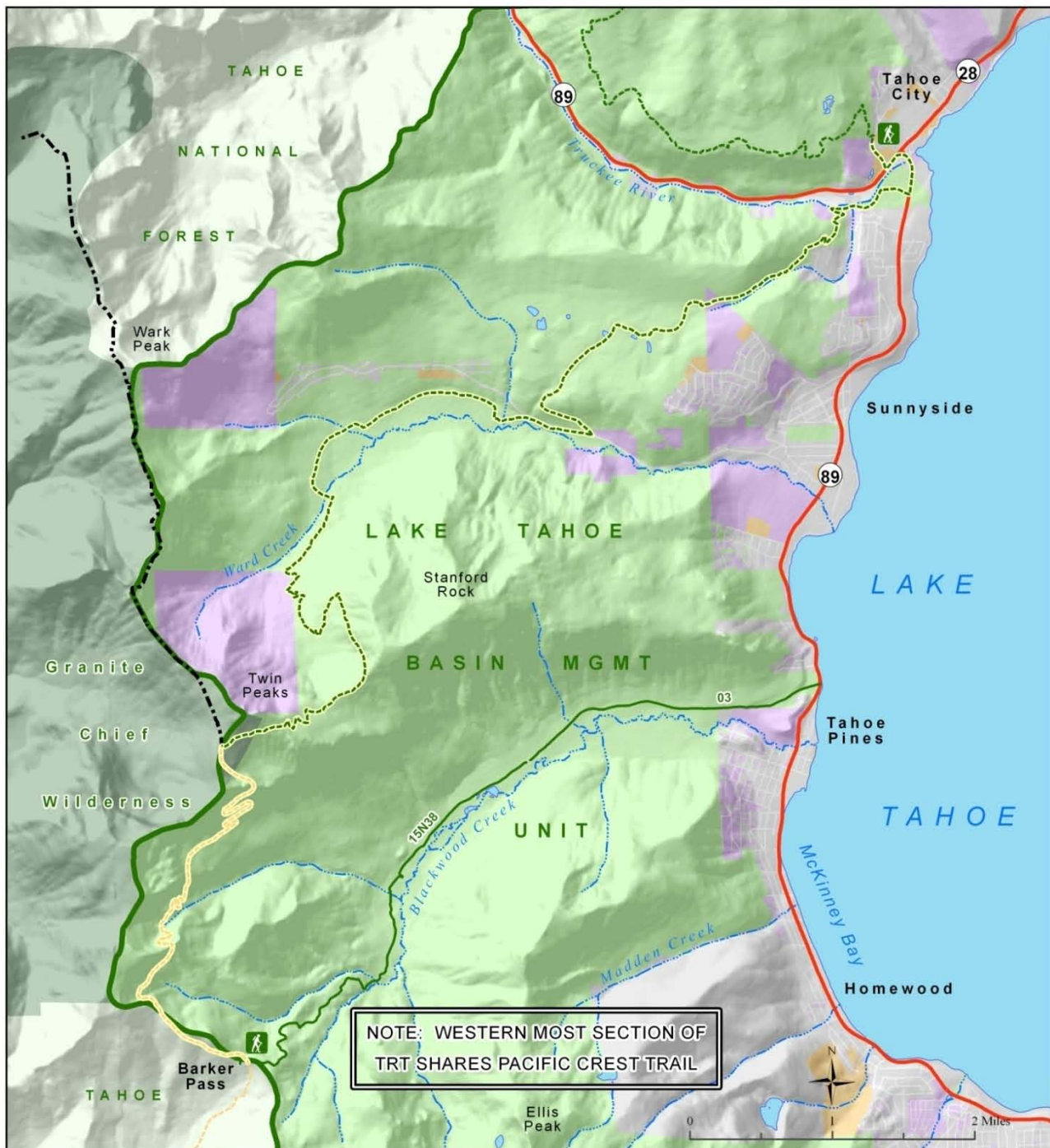
g. Special Use:

- 1) *Existing Use*— no permits exist.
- 2) *Outfitter/Guide and Events* – (see section V.9)
- 3) *Character of this Trail Segment* –

The trail receives low use in this area. It is closed to mountain bikes from Barker Pass to Stanford Rock (PCT). The section from Barker Pass to Stanford Rock is remote and challenging. From Stanford Rock to Tahoe City the trail crosses Ward Creek and Page Meadows then drops down to the Lower Truckee River where it crosses on the Truckee River Trail. This section is open to mountain bikes and receives moderate use.

h. Currently Approved New Facilities: none

Lake Tahoe Basin Management Unit



BARKER PASS - TAHOE CITY

Tahoe Rim Trail System

Lake Tahoe Basin Management Unit

Tahoe Rim Trail - Barker Pass to Tahoe City Segment

Bikes Allowed

No Bikes Allowed

PCT Trail - Does Not Share TRT

TRT Trailhead

TRT - Bikes Allowed

TRT - No Bikes Allowed

USFS System Road

Highway

LTBMU Boundary

Stream

Land Status

National Forest - LTBMU

Wilderness

Adjacent National Forest

State

County/Other Gov't

Land Status Cont.

Private

Waterbody



Map by LTBMU GIS Staff Feb 2010

VIII. Process for Modifications and Updates

Modifications and updates the TRT Management Plan may be generated by ongoing activities (e.g. Sign Plan updates) and issues raised at annual meetings (e.g. trail maintenance and schedule of events). The signatory partners agree to meet annually as a working group, to address changes. Signatory partners include lead line officers in Forest Service Regions 5 and 4, administrators, Nevada Divisions of State Parks and State Lands, and the county manager for Douglas County or their delegated written designee.

Partners will determine if the changes are minor or major. Minor changes will be approved by the lead line officers, summarized, and then sent to the respective signatories for information. Those changes determined to be major and substantive will be formally routed among all signatories for review and approval, with signatures.

Those changes created solely by policy external to the TRT Management Plan (i.e. a replacement of *Appendix B* generated by a Forest Service change in the Recreational Spectrum definitions) will simply be distributed by the knowledgeable agency for substitution in the plans of all partners. Revisions of plan content and changes to approved facilities should be included in annual project calendars.

IX. Partnership

The Tahoe Rim Trail Association (TRTA) is a nonprofit 501 (c) 3 outdoor recreation organization comprised of volunteers, board members, and a small paid staff. The TRTA, in partnership with the US Forest Service and Nevada State Parks, built the current TRT and continues to build new trail as well as to enhance, maintain, and protect this spectacular and valuable public resource. The TRTA has a history of working with the LTBMU and Carson Ranger District with more than 4.5 million dollars of grants obtained and more than 300,000 hours of volunteer time with more than 20,000 volunteers since 1983. Under the direction and management of the LTBMU and the Humbolt-Toiyabe the partnership has grown over time. The TRTA received an award from Chief Mike Dombeck of the Forest Service in 1997 for outstanding volunteer work in building and maintaining the Tahoe Rim Trail.

The mission of the Tahoe Rim Trail Association is:

“To maintain and enhance the Tahoe Rim Trail System and encourage stewardship through volunteer programs, educational outreach, and community partnerships. To promote healthy environmentally responsible outdoor recreation and provide access to the beauty of the Lake Tahoe region, now and for future generations.”

A more detailed history of the TRT and the Association is found in *Appendix A. History*.

There are multiple partners involved with the TRT. The Pacific Crest Trail Association shares some maintenance activities along sections of trail that coexist as TRT and PCT.

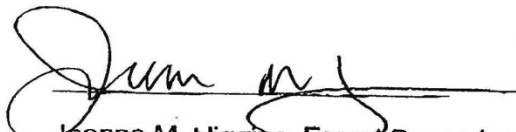
X. Approval

Approved By:



Terri Marceron, Forest Supervisor
Lake Tahoe Basin Management Unit
Lead Line Officer

6/4/2010 MB
Date



Jeanne M. Higgins, Forest Supervisor
Humboldt-Toiyabe National Forest
Lead Line Officer

6/9/10
Date



Tom Quinn, Forest Supervisor
Tahoe National Forest

6/7/10
Date



for Ramiro Villalvazo, Forest Supervisor
Eldorado National Forest

6/9/10
Date

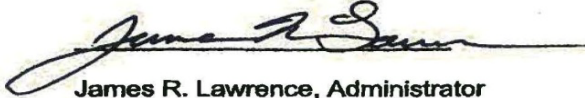
Lake Tahoe Basin Management Unit

Acknowledged By:



David K. Morrow, Administrator
Nevada Division of State Parks

6/23/10
Date



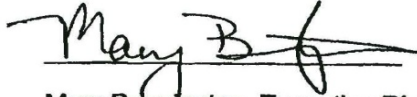
James R. Lawrence, Administrator
Nevada Division of State Lands

8/21/10
Date



T. Michael Brown
County Manager
Douglas County, Nevada

6/23/10
Date



Mary Bennington, Executive Director
Tahoe Rim Trail Association

6/18/10
Date

Recommended By:



Garrett Villanueva, Assistant Forest Engineer
Lake Tahoe Basin Management Unit

6/7/2010
Date

Appendix A. History of the Tahoe Rim Trail Association

The 168-mile Tahoe Rim Trail circles Lake Tahoe along the ridges and mountain tops that form the Lake Tahoe Basin. This trail winds through 2 states (California & Nevada), 6 counties, 4 national forests, state and county land, and 3 Wilderness areas. The Tahoe Rim Trail exists because of the vision and dedicated efforts of thousands of volunteers to plan, build, and maintain the trail. The Tahoe Rim Trail overlaps 49 miles of the Pacific Crest National Scenic Trail (along the west shore of Lake Tahoe); this is where the Tahoe-Yosemite Trail links the Pacific Crest Trail and TRT for 37 miles. The American Discovery Trail overlaps the Tahoe Rim Trail for 30 miles along the east shore of Lake Tahoe. The Pony Express National Historic Trail also crosses the southern route of the Tahoe Rim Trail. In 2003, 96 miles of the TRT were designated as a National Recreation Trail.

Begun in 1984, the loop was opened in the fall of 2001 (efforts to replace portions now on roads and unsustainable adopted trails with sustainable single track backcountry trail continue). This multi-use trail is open to hikers, equestrians, and (in many areas) mountain bikers. Volunteers are focused on preserving this unique public resource. The Tahoe Rim Trail Association, with the support of its members and volunteers, will continue to be the trail steward and caretaker for generations to come.

The founder of the Tahoe Rim Trail Association is Glenn Hampton, a former Forest Service Recreation Staff Officer for the Lake Tahoe Basin Management Unit. Glenn's idea of a volunteer-built trail winding around the rim of Lake Tahoe began in the late 1970's. There have been many organizations and individuals who have assisted along the way: In 1981 the Alpine Winter Foundation gave the Tahoe Rim Trail \$25,000 seed money to begin the project; The Appalachian Mountain Club selected the Tahoe Rim Trail to be one of seven National Volunteer Projects (this gave the trail national recognition and start up funding); On February 5, 1982, the Tahoe Rim Trail Association was granted 501(c)(3) status by the US Department of Treasury. Construction on the Tahoe Rim Trail began on July 14, 1984.

The Tahoe Rim Trail project is a collaborative effort between public agencies, a non-profit organization, which oversees the trail project, and private landowners. In a very sensitive ecological and cultural area, such as Lake Tahoe, these efforts have taken many years. The partnerships that have formed in order to build this trail are an outstanding example of cooperation.

Since the early 1980's, the Association has worked closely with the USDA Forest Service, Nevada State Parks, and the Tahoe Regional Planning Agency to ensure that all environmental standards were followed when building the trail. Environmental education is a major focus for the trail crews who teach volunteers about erosion control issues, flora & fauna along the trail, and the use of hand tools as opposed to power tools. The Association strongly believes that in enabling people to experience the outdoors, they will be more inclined to support its preservation.

In 1986, the Tahoe Rim Trail Association and the Forest Service adopted a volunteer agreement. This agreement recognizes the Forest Service as a partner with the Tahoe Rim Trail Association in the operation and preservation of the Tahoe Rim Trail. Nevada State Parks also serves as a key partner and holds a similar agreement. Most of the trail is on National Forest or Nevada State Park land. The Forest Service provides technical advice and some expert technical labor, supervision and training, and the Tahoe Rim Trail Association recruits, trains, and supervises volunteer trail builders. The TRT Management Plan has been developed through a collaborative effort between the TRTA and the Forest Service.

A volunteer Board of Directors, action committees, and full-time staff administer the Tahoe Rim Trail Association. The Board of Directors consists of civic-minded individuals who are outdoor enthusiasts and hold a great deal of love and respect for the Lake Tahoe Basin. The board is continually looking for funding, volunteer support for trail projects and new members. This commitment has helped the organization obtain over 1500 members. The mission of the Tahoe Rim Trail Association is to “maintain and enhance the Tahoe Rim Trail System and encourage stewardship through volunteer programs, educational outreach, and community partnerships. To promote healthy environmentally responsible outdoor recreation and provide access to the beauty of the Lake Tahoe region, now and for future generations.”

Since the trails inception, thousands of volunteers and Forest and Parks professionals have spent time building and maintaining this magnificent public resource. The volunteers come from the local communities around Lake Tahoe as well as Sacramento, San Francisco, CA and Reno, NV. Volunteers also come from around the country and the world. So many people visit Lake Tahoe and enjoy the beauty of the area. Often times, these visitors will volunteer one day of their vacation to trail construction. National organizations such as Elderhostel and Sierra Club Service Outings arrange special volunteer vacations to bring people from around the USA and other countries to volunteer on the Tahoe Rim Trail.

Appendix B. Recreation Opportunity Spectrum

Primitive

Generally, it is on a setting of at least 5,000 acres and 3 miles away from all roads and trails with motorized use (or has sufficient spatial or topographic characteristics to allow a sense of solitude). Access is via nonmotorized trails or cross country. Very low interactions with other visitors. Very high chance of solitude; unmodified natural or natural-appearing environment.

Semi-primitive Non-motorized

A setting that has an area of primitive roads* or trails that are not open to motorized use; is generally at least 2,500 acres in size; and is between 1/2 and 3 miles from all roads, railroads, or trails with motorized use. Access is via nonmotorized trails or nonmotorized primitive roads or cross-country. Low contact frequency with other visitors. High probability of solitude; natural-appearing environment.

Note:* Primitive roads are not constructed or maintained and are not generally suitable for highway type vehicles.

Semi-primitive Motorized

A setting that has an area that allows motorized use, is generally at least 2,500 acres in size, and is at least 1/2 mile from a better than primitive road.** It is within 1/2 mile of primitive roads or trails used by motor vehicles. Access is via motorized trails or primitive roads or cross country, where terrain and regulations permit. Low to moderate contact frequency with other visitors. Environment may have moderately dominant alterations, but these do not dominate views from trails or primitive roads in the area.

Note: ** Better than primitive roads are constructed or maintained for the use of highway type vehicles.

Roaded Natural

A setting in an area that is within 1/2 mile of a better than primitive road. Access is primarily via conventional motorized use on roads. Contact frequency with other users may be low to moderate on trails and moderate to high on roads. Environment is natural appearing as viewed from visually sensitive roads and trails.

Rural

Predominantly a culturally modified setting where the natural environment has been substantially modified, i.e., structures are readily apparent, pastoral or agricultural or intensively managed wildland landscapes predominate as viewed from visually sensitive roads and trails. Access is primarily via conventional motorized use on roads. Contact frequency with other users may be moderate to high in developed sites and moderate away from developed sites.

Urban

Urbanized environment with dominant structures, traffic lights, and paved streets. Access is highly intense, motorized, and often with mass transit supplements. Contact frequency and interaction with large numbers of people is high.

Recreation places may be city parks and large resorts.

Appendix C. Private Holdings Over Which Rights of Way Are Secured or Need to Be Acquired

Easements secured:

1. Agency: LTBMU, Location: T12N, R17E, Sec 36, MDM, Lot 2 of Section 36 (north shore of Echo Lake). Private parcel owned by Robert Kling. ¹
2. Agency: LTBMU, Location: T12N, R17E, Sec 36, MDM, Lot 4 of Section 36 (north shore of Echo Lake). Private parcel owned by Ralph King. ¹
3. Agency: LTBMU, Parking permission from Heavenly Ski Resort for parking and access to the trail at the Stagecoach ski lift. (update per Daggett Summit Project)
4. Agency: LTBMU, Easement from the ski lift at Stagecoach to the National Forest System land – Tahoe Village Homeowners Association. (update per Daggett Summit Project).

¹ Easements secured for properties in 1965 (Eldorado National Forest)

Easements/encroachment permits needed:

1. Crossings of HWY 50. There may be an easement for this but it hasn't been located yet. The Forest Service database project will identify it.
2. Crossing of HWY 207. New location, upon implementation of the Daggett Summit Trail System Project.
3. Tahoe Village Homeowners Association. Replacement for easement listed above.
4. Heavenly Mountain Resort. Replacement for easement listed above.

Appendix D. Currently Agreed-Upon Maintenance Responsibilities

Facility	Management Responsibility
1. Tahoe City, Fairway Drive Trailhead – parking at PUD building and community center, informational kiosk, and trail brochures.	Kiosk and information is responsibility of TRTA.
2. Brockway West Trailhead – paved pull out parking on side of road, informational kiosk, and trail brochures.	CALTRANS to maintain roadside parking, kiosk, and information is responsibility of TRTA.
3. Brockway East Trailhead – dirt parking, informational kiosk, and trail brochures.	LTBMU to maintain parking, kiosk, and information are responsibility of TRTA.
4. Mt. Rose Summit Trailhead – bulletin board with TRT info and Wilderness info	TRTA maintains the TRT info, kiosk placed by TRTA. Humboldt-Toiyabe maintains structure and the other info.
5. Tahoe Meadows (TM) Trailhead – Kiosk in lower parking lot, bulletin board in lower lot on trail (to be replaced by kiosk), restroom building, kiosk at upper lot on road, trail brochures, donor boulder. The TM Interpretive Trail has kiosk and interpretive panels, paved parking area	TRTA will maintain kiosks, donor boulder, and bulletin board. TRTA will have trailhead clean up project days each year to do light maintenance work on trailhead facility. Humboldt-Toiyabe National Forest will maintain building, restrooms, and TM Interpretive Trail kiosk and interpretive panels. Paved parking area maintained by Humboldt-Toiyabe National Forest.
6. Marlette Peak Campground – picnic benches, fire pits, privy.	Maintenance is responsibility of LTNSP and TRTA.
7. Spooner Summit North Trailhead – paved parking, informational kiosk, and trail brochures, 5 interpretive signs, and bench.	Parking area – maintenance is responsibility of NDOT. Kiosk and information are joint responsibility of TRTA, NV State Park, and US Forest Service.
8. Spooner Summit South Trailhead – paved parking, informational kiosk and trail brochures, picnic tables, and porta potty.	Parking area, picnic tables and porta potty – maintenance is responsibility of Humboldt – Toiyabe National Forest. Kiosk and information are responsibility of TRTA.
9. Kingsbury North Trailhead – paved parking, informational kiosk, and trail brochures.	Parking area – maintenance is responsibility of LTBMU. Kiosk and information are responsibility of TRTA.

Lake Tahoe Basin Management Unit

Facility	Management Responsibility
10. Kingsbury South Trailhead – paved parking lot at Heavenly Mountain Resort - Stagecoach lot, bulletin board bolted to ski lift building when trail is open, TRT info & trailhead brochures.	Heavenly Mountain Resort maintains parking area and the TRTA maintains information and bulletin board, bulletin board is allowed with Heavenly Mountain Resort permission.
11. Big Meadow Trailhead – Kiosk in lower parking lot, restroom building, kiosk at upper lot by restroom building, trail brochures, donor boulder, paved parking area, and water pump (disconnected).	TRTA will maintain kiosks, donor boulder and donation tube. TRTA will have trailhead clean-up project days each year to do light maintenance work on trailhead facility. LTBMU will maintain building, restrooms, and paved parking area.
12. Echo Summit Trailhead – parking area (sno-park), soon to be constructed kiosk for TRT, PCT, and Pony Express Trails.	Parking area maintained by the LTBMU. New kiosk to be maintained by the TRTA. Trail information, and trailhead brochure to be maintained by TRTA.
13. Echo Lake Trailhead – parking lots and TRT informational kiosk and trail brochures	Parking lots maintained by US Forest Service. The TRT maintains informational kiosk and trail brochures
14. Barker Pass Trailhead – TRT informational kiosk and trail brochures, parking area, vault toilet	Tahoe Forest maintains vault toilet and parking area. TRT maintains informational kiosk and trail brochures
15. Ward Creek Road Bulletin Board	TRTA maintain bulletin board, information and trail brochures.
16. Tahoe City – 64 Acres Trailhead – paved parking lot, stone with plaque, TRT interpretive panels, informational kiosk and trail brochures, and porta potties	The North Tahoe Public Utility District, permitted by LTBMU, maintains parking lot and porta potties. The TRTA maintains stone with plaque, TRT interpretive panels, informational kiosk, and trail brochures.

Appendix E. Potential Improvements to the TRTA and Associated Trail Systems

Any improvements to the trail system would be carried out following appropriate environmental (NEPA) process and documentation, consistent with Forest Service Trail Accessibility Guidelines (FSTAG) and the appropriate Forest Travel Management Plan.

Tahoe Rim Trail Association: List of Potential Enhancements

The following projects are considered very important and worthwhile enhancements to the Tahoe Rim Trail and associated trail systems.

1. Connect Kingsbury North Trailhead to Kingsbury South Trailhead with single-track trail. (Known as the Daggett Summit Trail System Project). This will replace the 3.4 miles of trail currently using residential streets with 5.5 miles of scenic forest trail, using a combination of existing approved trails, existing user created casual trails, and new construction. In addition, a loop trail, the Northeast Segment, was approved and is planned for construction. All proposed segments contain panoramic Lake Views, with the Northeast Segment also providing Carson River Valley Views. *Daggett Trail System Project, Decision: Jan 09.*
2. Connect the existing Rim Trail south of Kingsbury South Trailhead to the planned Van Sickle State Park (near the Stateline Casinos). This trail is included in the evaluation process under the Daggett Summit Project. The Van Sickle Connector will include about 1.5 miles of trail shared with the planned new segment of the Rim Trail and 3-4 miles of new construction for Van Sickle connection only. This is a forest trail with superb panoramic views of the Lake. *Daggett Trail System Project, Decision: Jan 09.*
3. Replace roadway with single-track trail between Tahoe Meadows and the Radio Tower- This 3.5 miles of dirt road could be replaced by an effective section of trail providing better access to the ridgeline. *Planning stage, as of Feb 2010.*
4. Move the Rim Trail from the Kingsbury South Trailhead into the National Forest out of the Stagecoach Meadow. The current trail is in an environmentally sensitive area and is relatively hydrologically unsustainable. This reroute is included in the Daggett Summit Project Environmental Assessment. This reroute includes the closure and mitigation of an existing trail from the Ridge condominiums to the Rim Trail, which runs up another sensitive stream zone (while providing Ridge based hikers a better route to the same places). *Daggett Trail System Project, Decision: Jan 09.*
5. Complete a loop trail in the area between Daggett Summit and the Kingsbury North Trailhead. The Stateline area has few, if any, short to moderate recreational loop trail opportunities. Construction of both the NW and NE segments of the Daggett Summit Project will provide an all user 6-mile loop with panoramic views of both the Lake and the Carson Valley. As a bonus, this effort would also create a shorter loop (3-3.5 miles) east of the Kingsbury North Trailhead through its connection with existing USFS dirt roads. This

second loop is also an advanced snowshoe loop (currently used by local residents). *Daggett Trail System Project, Decision: Jan 09.*

7. Brockway to Mt Rose- 4 miles east of Brockway summit where trail currently exits onto a forest service road. Re-route trail into the woods north of the dirt road (or create a road-to-trail conversion) and build a single track to connect the TRT from that point to where the trail is currently single track. *Planning stage, as of Feb 2010.*

8. Viewpoint near Saxon Creek Trail-Coming from the Big Meadow side this viewpoint would be a crown at the top of a big uphill. *Planning stage, as of Feb 2010.*

9. A review of the TRT and the Land Management agencies, finding where users have placed user-created non-system trails up to vistas. Conduct planning for the possible building of connector trails to those vistas that are the most affected by this use. *Planning stage, as of Feb 2010.*

Appendix F. Tahoe Rim Trail Shield and Trail Marker



Appendix G. Sign Plan

Signing and Marking of the Tahoe Rim Trail should follow the Sign Plan guidance, as follows:

The Uniform Marker: The approved markers and arrow are shown in *Appendix F*. The marker is triangular in shape and light blue with the words "Tahoe Rim Trail" stamped on it.

Purpose and Placement of the Marker (Symbol) and Arrows: The purpose of the 12" and 9" markers is to identify the location of the Tahoe Rim Trail to the motoring public. The markers should be placed so as to be readily seen from a moving vehicle approaching from either direction. The placement of the markers may require approval of appropriate State or county authorities. It is recommended that two 12" markers appear at each state highway crossing and two 9" markers appear at each county and forest road crossing.

The purpose of the 3.5" marker is to identify the trail to the person on the trail or approaching from a side trail. It is to be used *only* on the Tahoe Rim Trail at common access junctions; and *where needed* as a reassurance sign if other land use activities or game trails make the trail location uncertain to the traveler. The 3.5" marker is intended to be used as a confidence marker approximately every half mile for the first 2 miles from a trailhead and then once every mile beyond that point. The 3.5" metal or plastic marker is preferred; however, in areas subject to vandalism and in Wilderness areas, the brand (of identical dimensions) may be more practical or fit in with the natural surroundings. Use of the 3.5" shall be held to minimum necessary to meet the purpose.

Directional, Information, Interpretive and Regulatory Signs: These signs will be placed along the trail, on side trails, at trailheads, etc., to meet the needs of the user, management, or to add to the enjoyment of the user by pointing out or interpreting resources or land uses. The Tahoe Rim Trail Association will strive for standardization of sign design along the trail. Signing on side trails or access routes, directing people to the Tahoe Rim Trail, will be done only with lettered signs or posts (not with the logo marker).

Signing Within Wilderness, National Forests and State Parks: Other than use of the uniform marker, signing within these areas will conform to the objectives and standards established for each area.

Signing or Marking on Lands other than Federal: The placement and maintenance of markers and signs on these lands will be authorized through appropriate language in memorandums of understanding, agreements, right-of-way instruments, etc., with state and county highway departments, municipalities and private landowners. Signing of private land, in addition to identifying the route, will have the objectives of educating the trail user to the concerns of landowners; interpreting appropriate management or development activities if the landowner desires; and building a positive relationship between the trail and owners of the land.

Maintenance of Signing and Marking: The Tahoe Rim Trail Association and the land management agencies, Lake Tahoe Basin Management Unit, Humboldt-Toiyabe National Forest, & Lake Tahoe Nevada State Park, will work together to give high priority to timely repair and /or replacement of missing or damaged markers or signs. The responsibilities for signs will be detailed in each trail segment description.

[This list needs to be double checked, the type needs to be described (brown recycled plastic/white lettering or blue/white logo or nonmotorized carbon-fiber plaquard, etc.) This plan only includes the brown signs now; need to add in other signs or needed signs... Also, add the signs that currently exist – NV State Parks has signs that are not on this list.]

Segment A: Tahoe City to Brockway	Actual Sign Design:	Location:	Dimensions:
Sign Number	Sign Text	Sign Location	Sign Size
A1	Watson Lake 13 Brockway 19 Tahoe Meadows 38	Fairway Drive kiosk	24"(horizontal) x18"(vertical)
A2	Tahoe City 8	Place on east side of dirt rd west of Mt Watson- toward Tahoe City	12"x12"
A3	Watson Lk 5 Brockway 11	Place on west side of dirt rd west of Mt Watson- toward Watson Lake	12"x12"
A4	← TRT Tahoe City 12	South of Watson Lake just north of the FS rd, facing toward Tahoe City	12"x12"
A5	← TRT Watson Lk ¼ Brockway 6	South of Watson Lake just south of FS rd, facing toward Watson Lake	12"x12"
A6	Watson Lake 6 Tahoe City 19 Barker Pass 35	Brockway West Kiosk	24"(horizontal) x18"(vertical)

Segment B: Brockway to Tahoe Meadows	Actual Sign Design:	Location:	Dimensions:
Sign Number	Sign Text	Sign Location	Sign Size
B1	View Point 1 ½ Martis Peak Rd 4 Mt Baldy 7 Rose Knob Peak 11 Tahoe Meadows TH 19 Spoooner Summit TH 42	Brockway East Kiosk	24"(horizontal) x18"(vertical)
B2	*** no logo*** Spur Trail View	On spur trail, facing up hill.	12"x12"

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Segment B: Brockway to Tahoe Meadows	Actual Sign Design:	Location:	Dimensions:
Sign Number	Sign Text	Sign Location	Sign Size
B3	←TRT→	On TRT at spur trail junction, on the downhill side of the trail.	12"x12"
B4	Brockway 4 Tahoe Cty 22	On TRT just off dirt rd S/E of Martis peak, on TRT facing Brockway	12"x14"
B5	TRT → Follow dirt road. Stay left at fork. After ¼ mile, TRT resumes on right.	On TRT just off dirt rd S/E of Martis peak, on TRT facing Martis/Baldy.	24"(horizontal) x18"(vertical)
B6	← TRT Follow dirt road. Straight at fork. After ¼ mile, TRT resumes on left.	Just off dirt rd south of Martis peak, on TRT heading toward Brockway.	24"(horizontal) x18"(vertical)
B7	Relay Pk ½ Mud Lk 4 Brockway 15	On TRT at Relay tower saddle, next to old gate, heading toward Brockway.	12"x12"
B8	Tahoe Mdws Trailhead 4	On TRT at Relay tower saddle, next to old gate, heading toward Hwy 431.	12"x12"
B9	Relay Pk 2 Mud Lk 6	On TRT at the junction of TRT and Mt Rose Trail, heading toward Relay towers.	12"x12"
B10	Tahoe Mdws Trailhead 2 ½	On TRT at the junction of TRT and Mt Rose Trail, heading toward Hwy 431.	12"x12"
B11	TRT → South to Spooner summit starts .4 mile west on SR 431	On TRT at lower gate on 17N85 near Wilderness information kiosk, heading south.	24"(horizontal) x18"(vertical)
B12	Relay Peak 5 Mud Lake 8 Martis Pk Rd 15 Brockway TH 19 Tahoe City 38	On TRT at lower gate on 17N85 near Wilderness information kiosk, heading north.	24"(horizontal) x18"(vertical)

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Segment C: Tahoe Meadows to Spooner Summit	Actual Sign Design:	Location:	Dimensions:
Sign Number	Sign Text	Sign Location	Sign Size
C1	Tunnel Creek Rd 9½ Marlette Pk Campgnd 14 Snow Valley Peak 18 Spooner Summit TH 23 Tahoe City 125	Post at Tahoe Meadows Trailhead at lower parking lot kiosk, heading south on the TRT.	24"(horizontal) x18"(vertical)
C2	Tahoe Meadows 9 ½	Post on TRT just north of Tunnel Creek Rd, facing north.	12"x12"
C3	Camp Gnd 5 Spooner Smt TH 14	Post on TRT just south of Tunnel Creek Rd, facing south.	12"x12"
C4	Tunnel Ck Rd 5 Tahoe Meadows 14	Post on TRT just north of Hobart Rd, facing north.	12"x16"
C5	SnowVlyPk 3 ½ Spooner Smt TH 9	Post on TRT just south of Hobart Rd, facing south.	12"x12"
C6	← Snow V Pk 1 ½ ← Camp Gnd 5 Spooner 4 →	Post on TRT at the north Canyon Access on the east side of the trail.	12"x12"
C7	North Canyon Access 4 Snow Valley Peak 6 Marlette Peak Camp 9 Tahoe Meadows TH 23 Tahoe City 61	Spooner Summit North trailhead. Post at Kiosk near donation tube.	24"(horizontal) x18"(vertical)

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Section D: Spooner Summit to Kingsbury Grade	Actual Sign Design:	Location:	Dimensions:
Sign Number	Sign Text	Sign Location	Sign Size
D1	Genoa Peak Road 3 Ridgetop Lake View 5 Kingsbury Trailhead 12 SR 207 14 Tahoe City 102	Spooner Summit South Trailhead. Post at kiosk near donation tube.	24"(horizontal) x18"(vertical)
D2	Spooner Summit US 50 3	Post on TRT just north of Genoa Peak road, facing north.	12"x12"
D3	Lk View 2 Knsby TH 9 SR 207 11	Post on TRT just south of Genoa Peak road, facing south.	12"x12"
D4	Vista Point ¼ Ridgetop Lake View 7 Genoa Peak Road 9 Spooner Summit TH 12 Tahoe City 73	Kingsbury North Trailhead. Post at kiosk near donation tube.	24"(horizontal) x18"(vertical)

Segment E: Kingsbury Grade to Big Meadow	Actual Sign Design:	Location:	Dimensions:
Sign Number	Sign Text	Sign Location	Sign Size
E1	Star Lake 9 Armstrong Pass 14 Saxon Creek Trail 18 Grass Lake Trail 21 Big Meadow TH 23 Tahoe City 87	Kingsbury South Trailhead. Post at ski lift (seasonal) or post in woods about .5 mile south of trailhead. This would be more permanent. *****	24"(horizontal) x18"(vertical)
E2	Kingsbury South TH 9 SR 207 10	Posted on TRT at Star Lake for northbound hikers.	12"x12"
E3	Armstrong Pass 5 Big Mdw TH 14	Posted on TRT at Star Lake for southbound hikers.	12"x14"
E4	Star Lk 5	Posted on TRT at Armstrong Pass – facing northwest	12"x12"
E5	Big Mdw 9	Posted on TRT at Armstrong Pass – facing southeast.	12"x12"
E6	**NO TRT LOGO on this sign*** FS Rd 51 1	Posted off the TRT on the access trail down to FS rd 51	12"x12"
E7	Armstrong Pass 7 → ← 2 Big Mdw	Post on TRT on the west side of the trail at the Grass Lake junction.	12"x12"

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Segment E: Kingsbury Grade to Big Meadow	Actual Sign Design:	Location:	Dimensions:
Sign Number	Sign Text	Sign Location	Sign Size
E8	**NO TRT LOGO on this sign** Grass Lake Hwy 89 1	Post off the TRT on the Grass Lake trail.	12"x12"
E9	Grass Lake Trail 2 Saxon Creek Trail 5 Armstrong Pass 9 Star Lake 14 Kingsbury So. TH 23 Tahoe City 99	Post on the TRT at the beginning of the trail heading north out of the parking lot (replace old sign post).	24"(horizontal) x18"(vertical)

Segment F: Big Meadow to Echo Lake	Actual Sign Design:	Location:	Dimensions:
Sign Number	Sign Text	Sign Location	Sign Size
F1	Armstrong → ← Round LK	Upper kiosk at restrooms in Big Meadow Trailhead Parking lot	12"x12"
F2	Round Lake 3 PCT/TRT 5 Showers Lake 7 Echo Summit 15 Echo Lake 17 Tahoe City 65	Lower kiosk at donation tube in Big Meadow Trailhead Parking lot. Directional sign for southbound – toward Round lake.	24"(horizontal) x18"(vertical)
F3	Showers Lk 2 Bryan Mdw 6 Echo Smt 10	Northbound on PCT/TRT at junction in Meiss Meadows. Directional sign to Echo Summit.	12"x12"
F4	Round Lk 2 Big Mdw 5	Northbound on TRT at junction in Meiss Meadows. Directional sign to Round Lake.	12"x12"
F5	Hwy 50 XNG 1 Echo Lk 2	Sign near Hwy 50 (north end of parking lot, 200 ft from highway). Directional sign to Echo Lake Trailhead kiosk for northbound hikers.	12"x12"
F6	PCT/TRT At Lake Outlet →	Upper parking lot at Echo Lake (for northbound hikers). Directional Sign to Echo Lake PCT/TRT at Dam.	12"x12"
F7	PCT/TRT X Hwy 50 1 Echo Smt 2	Upper parking lot at Echo Lake (for southbound hikers). Directional Sign to Echo Summit.	12"x12"

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Segment F: Big Meadow to Echo Lake	Actual Sign Design:	Location:	Dimensions:
Sign Number	Sign Text	Sign Location	Sign Size
F8	Bryan Meadow 4 Showers Lake 8 PCT/TRT Junction at Meiss Meadow 10 Big Meadow TH 15 Tahoe City 115	Echo Summit Trailhead for southbound hikers. ***where should this be posted? Do we need to put arrows on the sign also?***	24"(horizontal) x18"(vertical)
F9	Lake Aloha 5 Dicks Pass 13 Richardson Lake 25 Barker Pass 32 Tahoe City 48	Echo Lake Trailhead kiosk at Dam. Directional sign for northbound hikers.	24"(horizontal) x18"(vertical)

Segment G: Barker Pass to Tahoe City	Actual Sign Design:	Location:	Dimensions:
Sign Number	Sign Text	Sign Location	Sign Size
G1	Richardson Lake 7 Dicks Pass 19 Lake Aloha 27 Echo Lake TH 32	Barker Pass Trailhead heading toward Desolation	24"(horizontal) x18"(vertical)
G2	PCT/TRT Junction 5 Ward Creek Road 11 Page Meadows 13 Tahoe City 16	Barker Pass Trailhead heading toward Tahoe City	24"(horizontal) x18"(vertical)
G3	TRT → ¼ left dirt rd	Place on TRT just south of Ward Creek Rd, heading toward Tahoe City	12"x12"
G4	TRT → ¼ rt dirt rd	Place on TRT just north of Ward Creek Rd, heading toward Ward Canyon	12"x12"
G5	← Page Meadows ½	Placed at the 'Y' of USFS roads one mile above (north) Ward Creek Rd	12"x12"
G6	Ward Creek Rd 1	Placed just south of the 'Y' of USFS roads one mile above (north) Ward Creek Rd, heading south.	12"x12"
G7	→ Tahoe City 3	Placed at the 'T' intersection north of Page Meadow facing north.	12"x12"
G8	Ward Creek Rd 2	Placed just south of the 'T' intersection north of Page Meadow facing south.	12"x12"

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Segment G: Barker Pass to Tahoe City	Actual Sign Design:	Location:	Dimensions:
Sign Number	Sign Text	Sign Location	Sign Size
G9	Tahoe City 2	Placed at 'T' intersection south of Granlibakken, heading north	12"x12"
G10	➔ Ward Creek Rd 3	Placed at 'T' intersection south of Granlibakken, heading south	12"x12"
G11	← TRT ➔	Placed at 'Y' intersection of TRT and trail coming up from Granlibakken on the west side of trail	12"x12"
G12	Page Meadows 4 Ward Creek Road 5 PCT/TRT Junction 11 Echo Lake 48	Placed at Tahoe City, 64 acres <u>kiosk</u> , heading south	24"(horizontal) x18"(vertical)